

Workshop Manual

Octavia II 2004 ➤ , Octavia II 2010 ➤ ,
Superb II 2008 ➤ , Superb II 2011 ➤ ,
Yeti 2010 ➤ , Yeti 2011 ➤

Gearbox 0AJ

Edition 02.2019



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List of Workshop Manual Repair Groups

Repair Group

- 00 - Technical data
- 30 - Clutch
- 34 - Controls, housing
- 35 - Gears, shafts
- 39 - Final drive - differential



Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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Contents

00 - Technical data	1
1 Safety instructions	1
1.1 Safety measures for working on vehicles with start-stop system	1
1.2 Safety precautions during road tests in which testing and measuring equipment is used	1
2 Identification	2
2.1 Gearbox identification	2
3 Repair notes	3
3.1 Rules of cleanliness	3
3.2 General repair instructions	3
3.3 Contact corrosion	5
3.4 Seals and sealing rings	6
3.5 Screws, nuts	6
4 Technical data	7
4.1 Filling capacity	7
4.2 Allocation gearbox - engine	7
4.3 Calculation of gear ratios	8
5 Overview of Transmission System	9
5.1 Overview of power transmission - front-wheel drive	9
30 - Clutch	10
1 Clutch operation	10
1.1 Fitting location overview - clutch control	10
1.2 Summary of components - Foot controls	12
1.3 Summary of components - Hydraulics	13
1.4 Assembly overview - clutch release mechanism	17
1.5 Remove and install the return spring	18
1.6 Removing and installing clutch pedal	22
1.7 Removing and installing bearing bracket/clutch pedal	28
1.8 Removing and installing the master cylinder	34
1.9 Removing and installing clutch position sender	39
1.10 Check hydraulic clutch control	41
1.11 Removing and installing the slave cylinder	42
1.12 Bleeding the clutch control	45
1.13 Repairing the clutch release mechanism	46
2 Clutch	48
2.1 Assembly overview - clutch	48
2.2 Removing and installing clutch	48
2.3 Fault finding power transmission - problems with the clutch and clutch control	51
34 - Controls, housing	57
1 Shift mechanism	57
1.1 Fitting location of shift mechanism	57
1.2 Overview - shift mechanism	59
1.3 Summary of components - gearshift knob and cover	60
1.4 Summary of components - Gearshift mechanism	63
1.5 Summary of components - control cables	65
1.6 Removing and installing gearshift knob with shift lever collar	66
1.7 Removing and installing selector mechanism	69
1.8 Disassembling and assembling the shift mechanism housing	80
1.9 Repairing shift mechanism	85
1.10 Removing and installing shift cable and selector cable	88
1.11 Setting the shift mechanism	89



1.12	Inspecting the gearshift mechanism	91
1.13	Replace the gasket ring of the gearshift shaft	91
2	Removing and installing the gearbox	94
2.1	Removing the gearbox	94
2.2	Installing the gearbox	118
2.3	Tightening torques for gearbox	119
3	Transporting the gearbox	123
4	Attachment at engine and gearbox mount	124
5	Gear oil	125
5.1	Checking gear oil level	125
6	Disassembling and assembling the gearbox	126
6.1	Schematic overview - Gearbox	126
6.2	Summary of components - Gearbox	127
6.3	Assembly overview - gearbox housing cover and 5th/6th gear	128
6.4	Summary of components - Shafts, differential gear and gearshift forks	130
6.5	Summary of components - Gearshift unit	132
6.6	Assembly overview - shift forks	133
6.7	Repairing gearshift forks	134
6.8	Repairing gearshift unit	135
6.9	Disassembling and assembling the gearbox	136
7	Gearbox housing, clutch housing	151
7.1	Summary of components - Clutch housing	151
7.2	Summary of components - Gearbox housing, clutch housing	152
7.3	Repairing gearbox housing cover	153
35 - Gears, shafts		154
1	Drive shaft	154
1.1	Summary of components - Drive shaft	154
1.2	Disassembling and assembling the drive shaft	156
1.3	Replacing input shaft sealing ring	162
2	Output shaft	164
2.1	Summary of components - Output shaft	164
2.2	Disassembling and assembling the output shaft	166
39 - Final drive - differential		171
1	Replacing the flange shaft gasket rings (gearbox assembled)	171
1.1	Replacing the left flange shaft sealing ring	171
1.2	Replacing the right flange shaft seal ring	172
2	Differential	174
2.1	Summary of components - Differential	174
2.2	Disassembling and assembling differential gear	177
2.3	Adjusting the differential	180

00 – Technical data

1 Safety instructions

(SRL001326; Edition 02.2019)

⇒ [“1.1 Safety measures for working on vehicles with start-stop system”, page 1](#)

⇒ [“1.2 Safety precautions during road tests in which testing and measuring equipment is used”, page 1](#)

1.1 Safety measures for working on vehicles with start-stop system

Risk of injury as a result of automatic engine start in vehicles with start/stop system.

In vehicles with the start/stop system activated (identifiable by an indication in the dash panel insert) the engine can start automatically if required.

- It is necessary to ensure that the start-stop system is deactivated when carrying out work on the vehicle (switch ignition off and if required switch ignition on again).

1.2 Safety precautions during road tests in which testing and measuring equipment is used

There is an increased risk of injury or accident from unintended motion and insufficient securing of testers and measuring instruments.

There is a risk of injury from the release of the passenger airbag in the event of an accident.

Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.

- Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.

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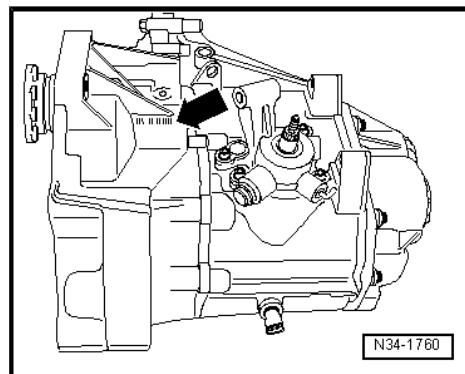


2 Identification

⇒ **"2.1 Gearbox identification", page 2**

2.1 Gearbox identification

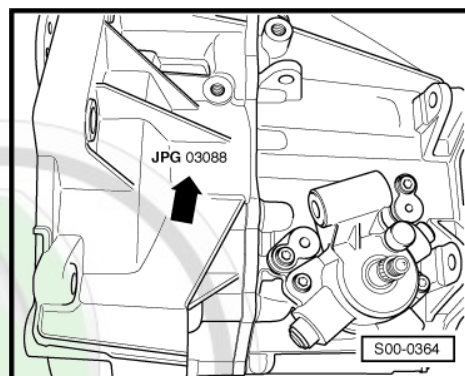
Identification characters and production date -arrow-.



Identification characters and production date of the gearbox -arrow-

Example:	JPG	03	08	8
	Engine identi- fication char- acters	Day	Month	Manufacturing year 2008

Additional data provides information about the production facility.



Note

The gearbox identification characters also appear on the vehicle data sticker.

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3 Repair notes

⇒ [“3.1 Rules of cleanliness”, page 3](#)

⇒ [“3.2 General repair instructions”, page 3](#)

⇒ [“3.3 Contact corrosion”, page 5](#)

⇒ [“3.4 Seals and sealing rings”, page 6](#)

⇒ [“3.5 Screws, nuts”, page 6](#)

3.1 Rules of cleanliness

- ◆ Thoroughly clean the connection points and their surroundings before releasing.
- ◆ Only install clean parts: remove spare parts from their wrapping immediately before fitting.
- ◆ Always replace the paper gaskets. Completely remove old gaskets and thoroughly clean sealing surfaces.
- ◆ Place removed parts on a clean surface and cover them to prevent them from getting dirty. Use sheeting and paper for this purpose. Do not use fuzzy cloths!
- ◆ Carefully cover or seal opened or removed components if the repair is not carried out immediately.

3.2 General repair instructions

Gearbox

- ◆ When installing the gearbox, ensure the dowel sleeves are correctly located between the engine and gearbox.
- ◆ When installing bearing brackets or waxed components, the contact surfaces must be cleaned. Contact surfaces must be free of wax and grease.
- ◆ Bolts and other attachments should have a classification in the ⇒ [Electronic Catalogue of Original Parts](#) .
- ◆ When replacing the gearbox check the gear oil level ⇒ [“5 Gear oil”, page 125](#) .
- ◆ Filling capacity ⇒ [“4.1 Filling capacity”, page 7](#) .

Sealant

- ◆ Thoroughly clean housing joint surfaces before applying sealant.
- ◆ Apply sealant AMV 188 200 03 evenly and not too thick.

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Locking elements

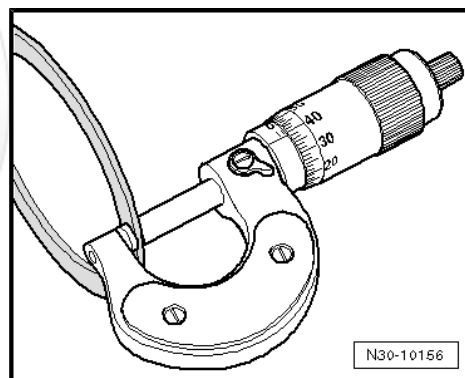
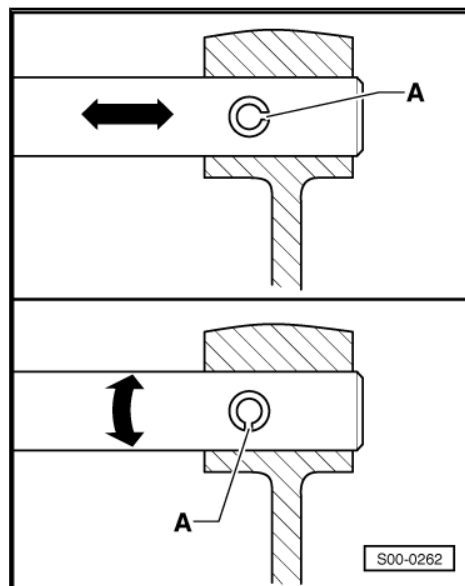
- ◆ Do not over-tension the circlips, replace if necessary ⇒ Electronic Catalogue of Original Parts .
- ◆ Circlips must be positioned in the base of the groove.
- ◆ Replace roll pins. Fitting location: slot longitudinally to power flow.

Bearings

- ◆ New taper roller bearings are fitted as supplied and do not require any additional lubrication.
- ◆ Insert moist all bearings (except taper roller bearings) into the gearbox with gear oil.
- ◆ Before installing, heat the inner rings of the bearing on a heating plate or with the induction heater unit - VAS 6414- to approx. 100 °C, when installing press in axial and play-free up to the stop.
- ◆ Do not mix up the outer and inner races of taper roller bearings of the same size.
- ◆ Always jointly replace tapered-roller bearings on the same shaft and use products of the same manufacturer.
- ◆ Position needle bearing with the lettered side (thicker end) towards the drift pin.

Shims

- ◆ Gauge shims at several points with a micrometer. The various thicknesses make it possible to achieve the exact shim thickness required.
- ◆ Check for burrs and damage.
- ◆ Install only flawless shims.



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Synchro-rings

- ◆ These are not interchangeable. When reusing synchro-rings, always fit to the same synchronmeshed gear.
- ◆ Inspect for wear, replace if necessary ⇒ Electronic Catalogue of Original Parts .
- ◆ Check grooves -arrow 1- on synchronizer ring -A-, or check the inside of the ring for flattened parts (grooves worn).
- ◆ When installing the intermediate ring -B-, check outer contact surface -arrow 2- and inner contact surface -arrow 3- for grooves, blue colouring (caused by overheating) and other damage.
- ◆ Insert with some gearbox fluid.

Pinions

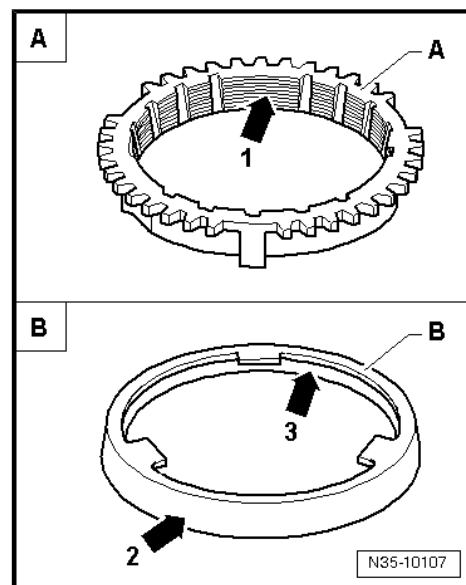
- ◆ Clean and heat on a heating plate or with the induction heater unit - VAS 6414- to approx. 100°C before pressing on.
- ◆ Check fitting position.

Synchronmeshed gears

- ◆ Check 1st to 6th gear sliding gears after assembly for low axial play or for smooth operation.

Clutch operation

- ◆ When removing gearbox, remove slave cylinder without opening the line system.
- ◆ If the slave cylinder with connected hydraulic line is removed, do not depress the clutch pedal. Otherwise the piston is pressed out of the slave cylinder.
- ◆ Ensure that the pressure plate does not cant: loosen and tighten bolts diagonally and in several gradual stages.
- ◆ If the clutch pedal does not return to its initial position after the coupling procedure - clutch pedal in home position - the clutch control must be bled (further measures ⇒ ["1.10 Check hydraulic clutch control", page 41](#)).
- ◆ In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.



3.3 Contact corrosion

The gearbox housing and the clutch housing are made out of magnesium alloy.

Bolts and other components that come into direct contact with the gearbox have a surface with varying finishes in relation to it.

The use of substitute components causes contact corrosion (screws, nuts, washers ...). The gearbox housing and clutch housing are damaged.

Generally install parts which are indicated in the ⇒ Electronic Catalogue of Original Parts .

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3.4 Seals and sealing rings

- ◆ Replace O-rings, sealing rings and gaskets after disassembly
⇒ Electronic Catalogue of Original Parts .
- ◆ After removing all seals, inspect the contact faces on housings and shafts for burrs and damage and remove all which are found.
- ◆ Before the radial shaft sealing ring is installed, half-coat the sealing lips and the space between them with sealing grease - G 052 128 A1- .
- ◆ Install sealing rings with the open side towards the oil.
- ◆ Before inserting the O-rings coat with gear oil to prevent the rings being damaged during installation.
- ◆ Change oil in the gearbox after installation
⇒ ["5 Gear oil", page 125](#) .



3.5 Screws, nuts

- ◆ Slacken and tighten screws or fixing nuts of covers and housings diagonally across in stages.
- ◆ Tightening torques are for unlubricated nuts, bolts and screws.
- ◆ Clean the thread of the screws that are inserted with a locking agent with a wire brush. Insert bolts with locking agent - AMV 185 101 A1- .
- ◆ Clean all threaded holes into which bolts are screwed in with locking agent, using a thread tap to remove old locking agent residues. Otherwise there is a risk that the bolts will shear at the next disassembling.
- ◆ Replace self-locking nuts and bolts each time they are removed.

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4 Technical data

⇒ [“4.1 Filling capacity”, page 7](#)

⇒ [“4.2 Allocation gearbox - engine”, page 7](#)

⇒ [“4.3 Calculation of gear ratios”, page 8](#)

4.1 Filling capacity

Filling capacity 6 speed gearbox 0AJ

Filling capacity	2.2 l
Top-up	Filled for life, no top-up

4.2 Allocation gearbox - engine

⇒ [“4.2.1 Assignment gearbox - engine, Octavia II”, page 7](#)

⇒ [“4.2.2 Assignment gearbox - engine, Superb II”, page 7](#)

⇒ [“4.2.3 Assignment gearbox - engine, Yeti”, page 8](#)

4.2.1 Assignment gearbox - engine, Octavia II

Manual gearbox		6 speed 0AJ		
Gearbox	Engine identification characters	KRG	LHY	LHY
	Manufactured from to	11/2008 11/2008	11/2008 06/2011	02/2010 06/2011
Allocation	Engine	1.4 l/90 kW TSI		1.2 l/77 kW TSI

Manual gearbox		6 speed 0AJ		
Gearbox	Engine identification characters	LNJ	NBX	NBW
	Manufactured from to	05/2011 06/2011	07/2011 04/2013	07/2011 04/2013
Allocation	Engine	1.4 l/90 kW TSI		1.2 ltr./77 kW TSI 1.4 ltr./90 kW TSI

4.2.2 Assignment gearbox - engine, Superb II

Manual gearbox		6 speed 0AJ		
Engine identification characters		JPG	LHX	NBY
Manufactured from to		08/2008 10/2008	11/2008 06/2011	07/2011 05/2013
Assignment:	Engine	1.4 l/92 kW TSI		

Manual gearbox		6 speed 0AJ		
Engine identification characters		NBX	PRG	
Manufactured from to		11/2011 05/2014	05/2014	
Assignment:	Engine	1.4 l/92 kW TSI		



4.2.3 Assignment gearbox - engine, Yeti

Manual gearbox		6 speed 0AJ		
Gearbox	Engine identification characters	LHX	NBY	PRH
	Manufactured from to	09/2009 06/2011	06/2011 06/2014	05/2014 05/2015
Allocation	Engine	1.2 l/77 kW TSI		

Manual gearbox		6 speed 0AJ		
Gearbox	Engine identification characters	PND	QUZ	SED
	Manufactured from to	05/2015 11/2016	05/2015 11/2016	11/2016
Allocation	Engine	1.2 l/81 kW TSI		

Manual gearbox		6 speed 0AJ			
Gearbox	Engine identification characters	LHX	NBY	NBX	PRG
	Manufactured from to	06/2010 06/2011	06/2011 11/2013	11/2011 05/2014	05/2014 05/2015
Allocation	Engine	1.4 l/90 kW TSI			

Manual gearbox		6 speed 0AJ		
Gearbox	Engine identification characters	PND	RHS	SEJ
	Manufactured from to	05/2015 11/2016	05/2015 11/2016	11/2016
Allocation	Engine	1.4 l/92 kW TSI		

4.3 Calculation of gear ratios

Example:

	5th gear	Final drive
Drive wheel	$ZG_1 = 46$	$ZA_1 = 24$
Output gear	$ZG_2 = 33$	$ZA_2 = 70$

$$i = ZG_2 : ZG_1 \quad 1)$$

$$i_G = \text{gear ratio} = ZG_2 : ZG_1 = 33 : 46 = 0.717$$

$$i_A = \text{axle ratio} = ZA_2 : ZA_1 = 70 : 24 = 2.917$$

$$i_{\text{total}} = \text{total ratio} = i_G \times i_A = 0.717 \times 2.917 = 2.091$$

1) Z_1 = No. of teeth on driving gear, Z_2 = No. of teeth on driven gear

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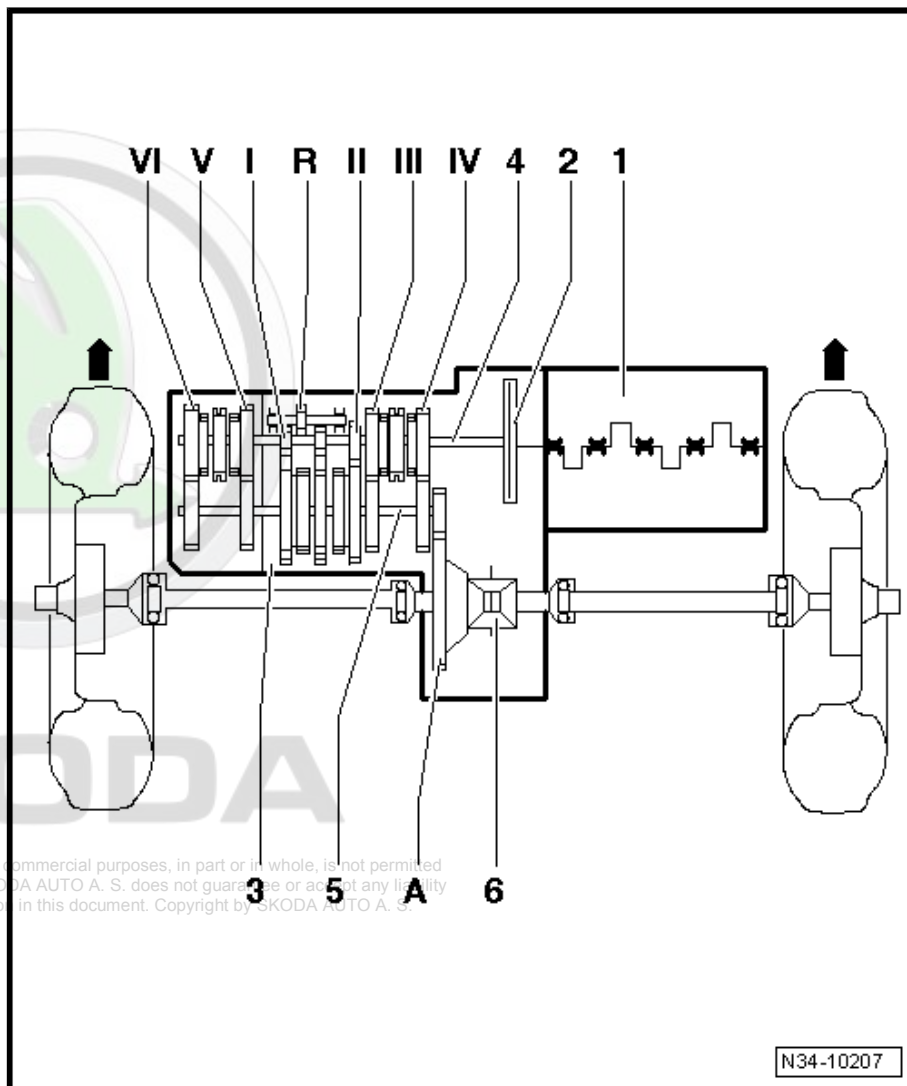
5 Overview of Transmission System

⇒ ["5.1 Overview of power transmission - front-wheel drive", page 9](#)

5.1 Overview of power transmission - front-wheel drive

-Arrows- point in direction of travel.

- 1 - Engine
- 2 - Clutch
- 3 - Manual gearbox
- 4 - Drive shaft
- 5 - Output shaft
- 6 - Differential
- I - 1st gear
- II - 2nd gear
- III - 3rd gear
- IV - 4th gear
- V - 5th gear
- VI - 6th gear
- R - Reverse gear
- A - Final drive





30 – Clutch

1 Clutch operation

- ⇒ [“1.1 Fitting location overview - clutch control”, page 10](#)
- ⇒ [“1.2 Summary of components - Foot controls”, page 12](#)
- ⇒ [“1.3 Summary of components - Hydraulics”, page 13](#)
- ⇒ [“1.4 Assembly overview - clutch release mechanism”, page 17](#)
- ⇒ [“1.5 Remove and install the return spring”, page 18](#)
- ⇒ [“1.6 Removing and installing clutch pedal”, page 22](#)
- ⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#)
- ⇒ [“1.8 Removing and installing the master cylinder”, page 34](#)
- ⇒ [“1.9 Removing and installing clutch position sender”, page 39](#)
- ⇒ [“1.10 Check hydraulic clutch control”, page 41](#)
- ⇒ [“1.11 Removing and installing the slave cylinder”, page 42](#)
- ⇒ [“1.12 Bleeding the clutch control”, page 45](#)
- ⇒ [“1.13 Repairing the clutch release mechanism”, page 46](#)

1.1 Fitting location overview - clutch control



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I -

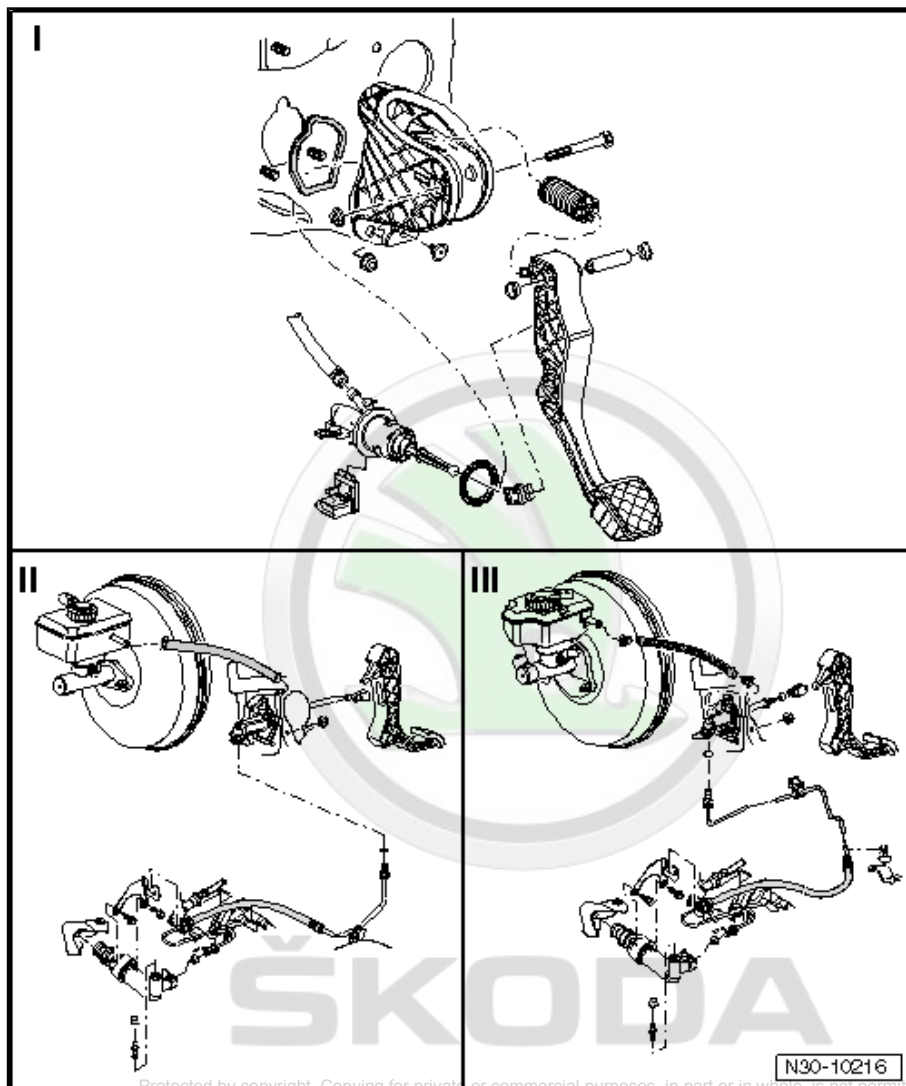
⇒ "1.2 Summary of components - Foot controls", page 12

II -

⇒ "1.3.1 Summary of components - Hydraulics, left-hand drive", page 13

III -

⇒ "1.3.2 Summary of components- Hydraulics, right-hand drive", page 15



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1.2 Summary of components - Foot controls

1 - Front wall

- ☐ with mount for bracket

2 - Gasket

- ☐ Replace after disassembly
- ☐ between bracket and front wall
- ☐ self-adhesive
- ☐ glue to bracket

3 - Bearing bracket/clutch pedal

- ☐ Removing and installing
⇒ ["1.7 Removing and installing bearing bracket/clutch pedal", page 28](#)

4 - Screw

5 - Retractor spring

- ☐ Removing and installing
⇒ ["1.5 Remove and install the return spring", page 18](#)

6 - Bushing

7 - Bearing shaft

8 - Clutch pedal

- ☐ Removing and installing
⇒ ["1.6 Removing and installing clutch pedal", page 22](#)

9 - Support

- ☐ Removing and installing
⇒ ["1.6 Removing and installing clutch pedal", page 22](#)

10 - Gasket

- ☐ between master cylinder and bracket
- ☐ Replace after disassembly

11 - Master cylinder

- ☐ Removing and installing ⇒ ["1.8 Removing and installing the master cylinder", page 34](#)
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

12 - Clutch position sender - G476-

- ☐ Removing and installing ⇒ ["1.9 Removing and installing clutch position sender", page 39](#)
- ☐ Check ⇒ Vehicle diagnostic tester.

13 - Clip

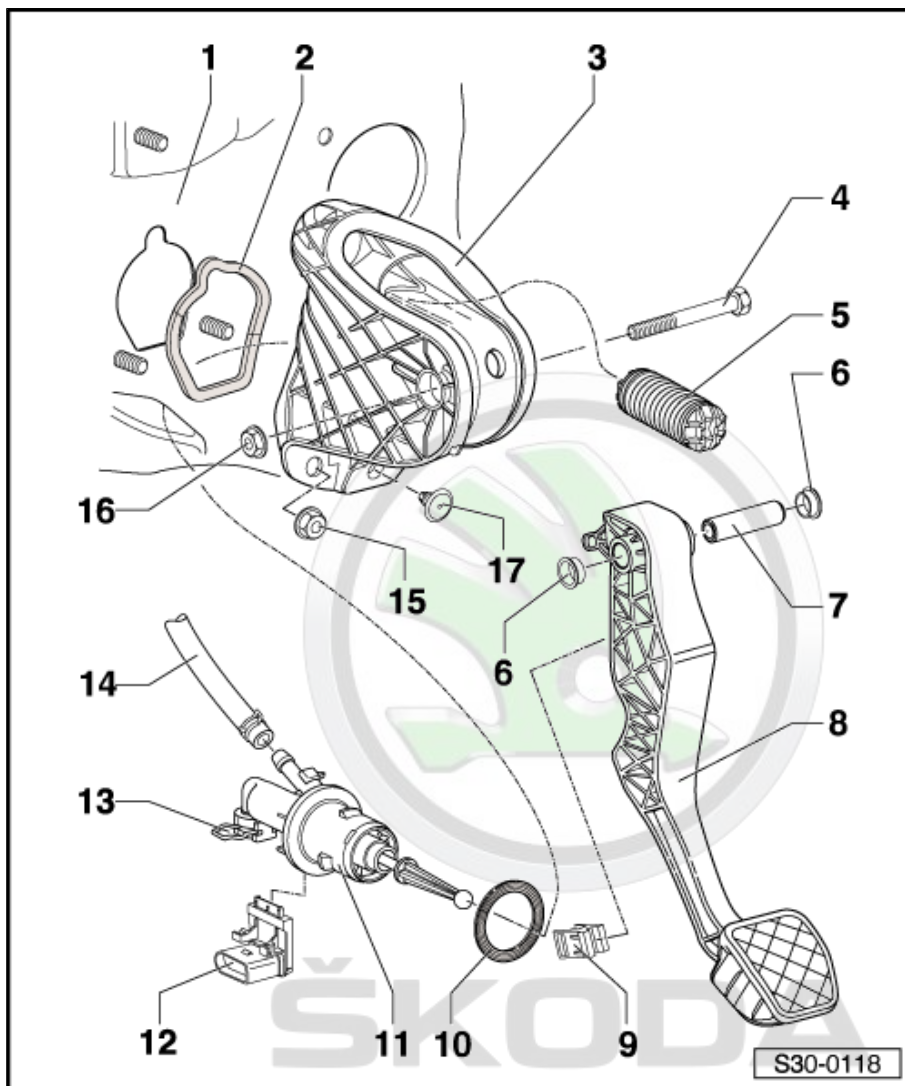
- ☐ to remove and install the tube-hose line pull out clamp up to the stop

14 - Supply hose

- ☐ made of rubber or plastic ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

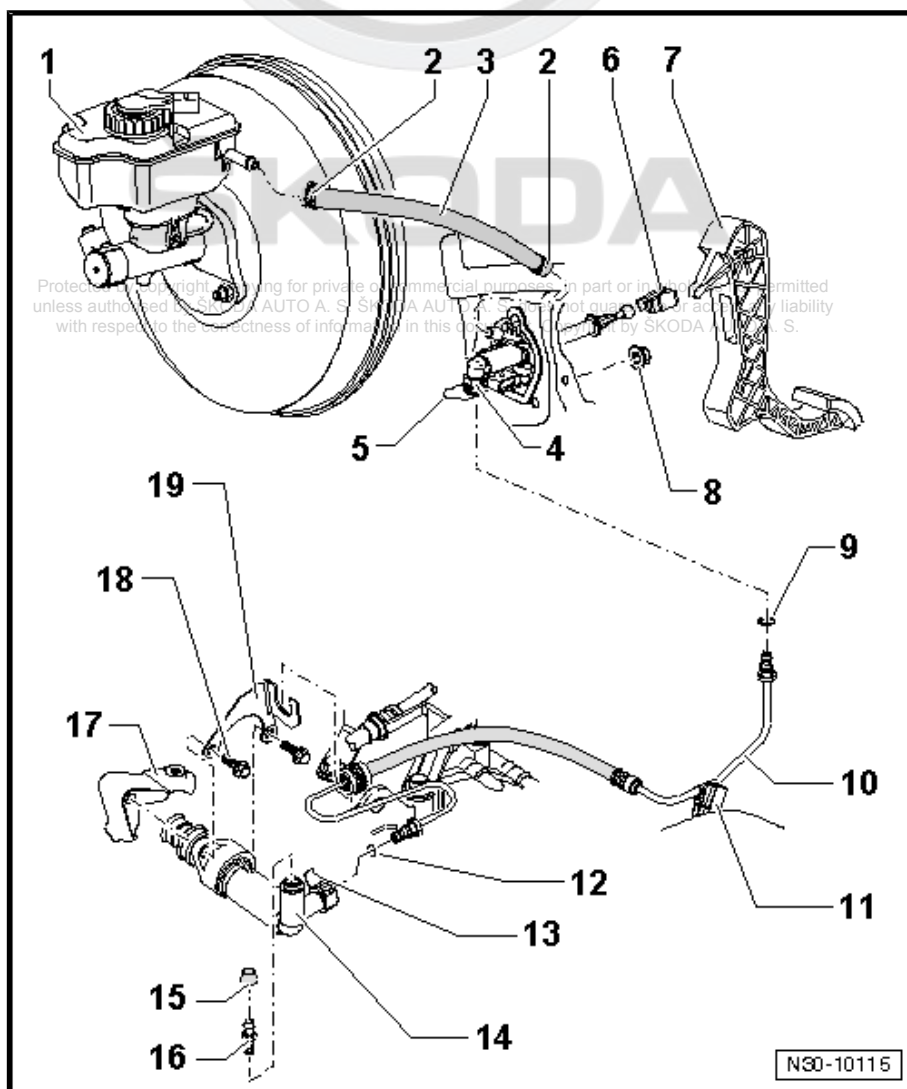
15 - Nut

- ☐ Bearing bracket/clutch pedal to front wall



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- ☐ for the clutch pedal





6 - Support

- ☐ for removing and installing, disconnect the master cylinder from the clutch pedal
⇒ ["1.6 Removing and installing clutch pedal", page 22](#)

7 - Clutch pedal

- ☐ Removing and installing ⇒ ["1.6 Removing and installing clutch pedal", page 22](#)

8 - Nut

- ☐ for bracket on front wall
- ☐ Qty. 3
- ☐ Replace after disassembly
- ☐ 20 Nm

9 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection ⇒ [page 15](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

10 - Tube-hose line

- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

11 - Mounting bracket

- ☐ mounted at the structure
- ☐ for tube-hose line (Pos. 10)

12 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection ⇒ [page 15](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

13 - Clip

- ☐ to remove and install the tube-hose line pull out clamp up to the stop

14 - Slave cylinder

- ☐ Removing and installing ⇒ ["1.11 Removing and installing the slave cylinder", page 42](#)
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)
- ☐ after installing, bleed the clutch control ⇒ ["1.12 Bleeding the clutch control", page 45](#)

15 - Dust cap

16 - Bleeder screw

- ☐ Bleeding the clutch control ⇒ ["1.12 Bleeding the clutch control", page 45](#)
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

17 - Gearbox

18 - Screw

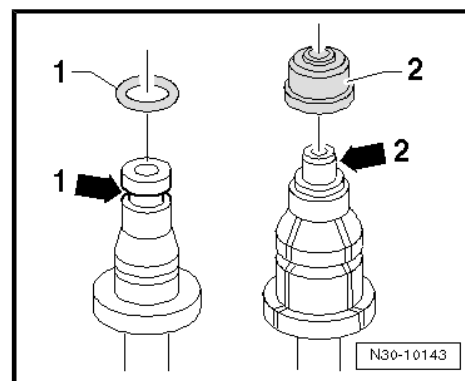
- ☐ 20 Nm

19 - Mounting bracket

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Sealing rings/O-rings for tube-hose lines

Pos.	Material of line connection
1	Line connection with circular slot -arrow 1-
2	Line connection with shoulder -arrow 2-



1.3.2 Summary of components- Hydraulics, right-hand drive

1 - Brake fluid reservoir

- ☐ Check for leaks
⇒ ["1.10 Check hydraulic clutch control", page 41](#)

2 - Gasket

- ☐ only for plastic return hose (component of the hose)

3 - Supply hose

- ☐ to the brake fluid reservoir
- ☐ made of rubber or plastic ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks
⇒ ["1.10 Check hydraulic clutch control", page 41](#)

4 - Master cylinder

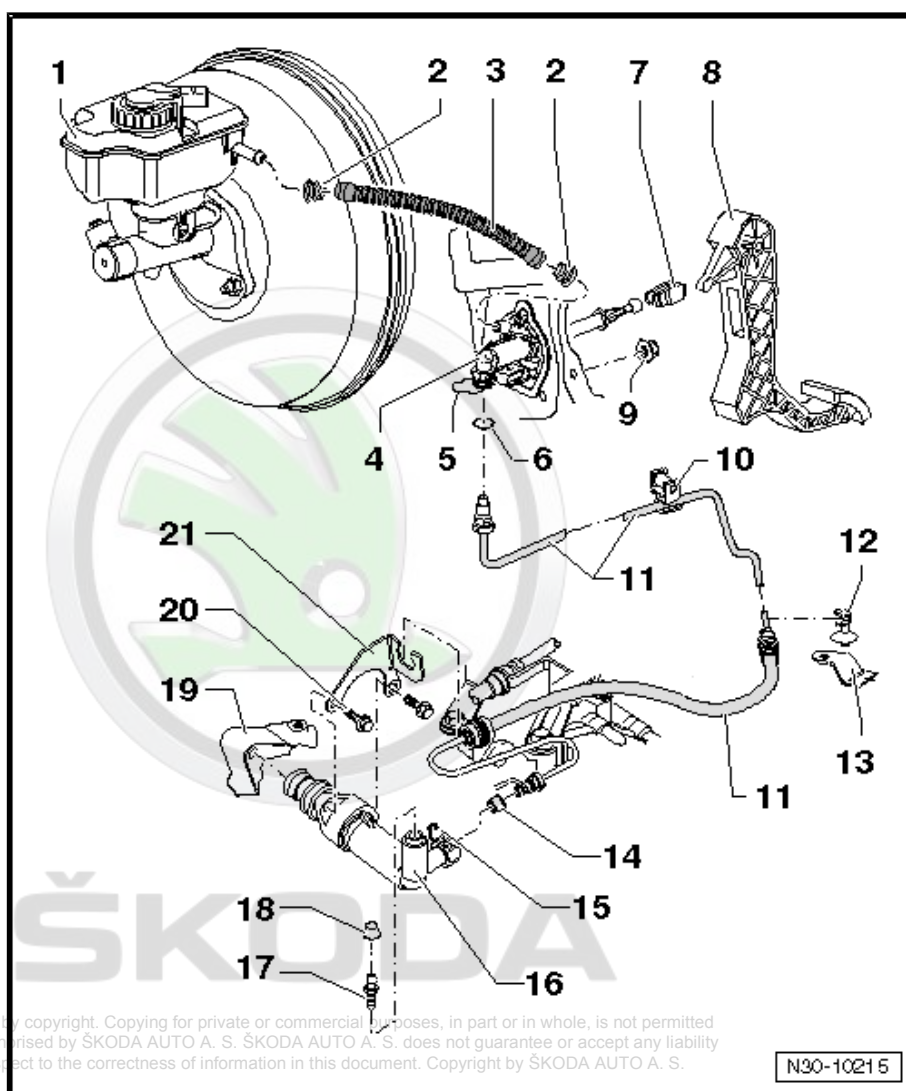
- ☐ Removing and installing
⇒ ["1.8 Removing and installing the master cylinder", page 34](#)
- ☐ Check for leaks
⇒ ["1.10 Check hydraulic clutch control", page 41](#)
- ☐ after installing, bleed the clutch control
⇒ ["1.12 Bleeding the clutch control", page 45](#)

5 - Clip

- ☐ to remove and install the tube-hose line pull out clamp up to the stop

6 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection ⇒ [page 15](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)



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7 - Support

- ☐ for removing and installing, disconnect the master cylinder from the clutch pedal
⇒ ["1.6 Removing and installing clutch pedal", page 22](#)

8 - Clutch pedal

- ☐ Removing and installing ⇒ ["1.6 Removing and installing clutch pedal", page 22](#)

9 - Nut

- ☐ Qty. 3
- ☐ for bearing bracket/clutch pedal to bulkhead
- ☐ Replace after disassembly
- ☐ 20 Nm

10 - Mounting bracket

- ☐ mounted at the structure

11 - Tube-hose line

- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

12 - Mounting bracket

- ☐ attached to the bracket for ABS/EDL

13 - Mounting bracket

- ☐ for ABS/EDS

14 - Sealing ring/O-ring

- ☐ pull onto line connection
- ☐ insert with brake fluid
- ☐ Sealing rings/O-rings adapted to the material of the line connection ⇒ [page 15](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

15 - Clip

- ☐ to remove and install the tube-hose line pull out clamp up to the stop

16 - Slave cylinder

- ☐ Removing and installing ⇒ ["1.11 Removing and installing the slave cylinder", page 42](#)
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)
- ☐ after installing, bleed the clutch control ⇒ ["1.12 Bleeding the clutch control", page 45](#)

17 - Bleeder screw

- ☐ Bleeding the clutch control ⇒ ["1.12 Bleeding the clutch control", page 45](#)
- ☐ Check for leaks ⇒ ["1.10 Check hydraulic clutch control", page 41](#)

18 - Dust cap

19 - Gearbox

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20 - Screw

- ☐ 20 Nm

21 - Mounting bracket

1.4 Assembly overview - clutch release mechanism

1 - Release bearing

- ☐ Do not wash out bearing; wipe only
- ☐ replace noisy bearings
- ☐ Removing and installing ⇒ [page 47](#)
- ☐ remove and install together with the release lever (Position 3) and guide bushing (Position 5)

2 - Screw

- ☐ Replace after disassembly
- ☐ 5 Nm + 90°

3 - Clutch release lever

- ☐ remove and install together with the release lever (Position 1) and guide bushing (Position 5)
⇒ ["1.13 Repairing the clutch release mechanism", page 46](#)
- ☐ Original grease must be removed from the contact surface of the clutch release lever
- ☐ grease contact surface on the ball stud with grease - G 000 100-

4 - Retaining spring

- ☐ attach to clutch release lever

5 - Guide bush

- ☐ for release bearing
- ☐ Removing and installing ⇒ [page 46](#)
- ☐ remove and install together with the release lever (Position 3) and clutch release bearing (Position 1)
- ☐ grease guide bushing in the area of the release lever with grease - G 000 100-

6 - Input shaft seal

- ☐ Removing and installing ⇒ ["1.3 Replacing input shaft sealing ring", page 162](#)
- ☐ Replace after disassembly

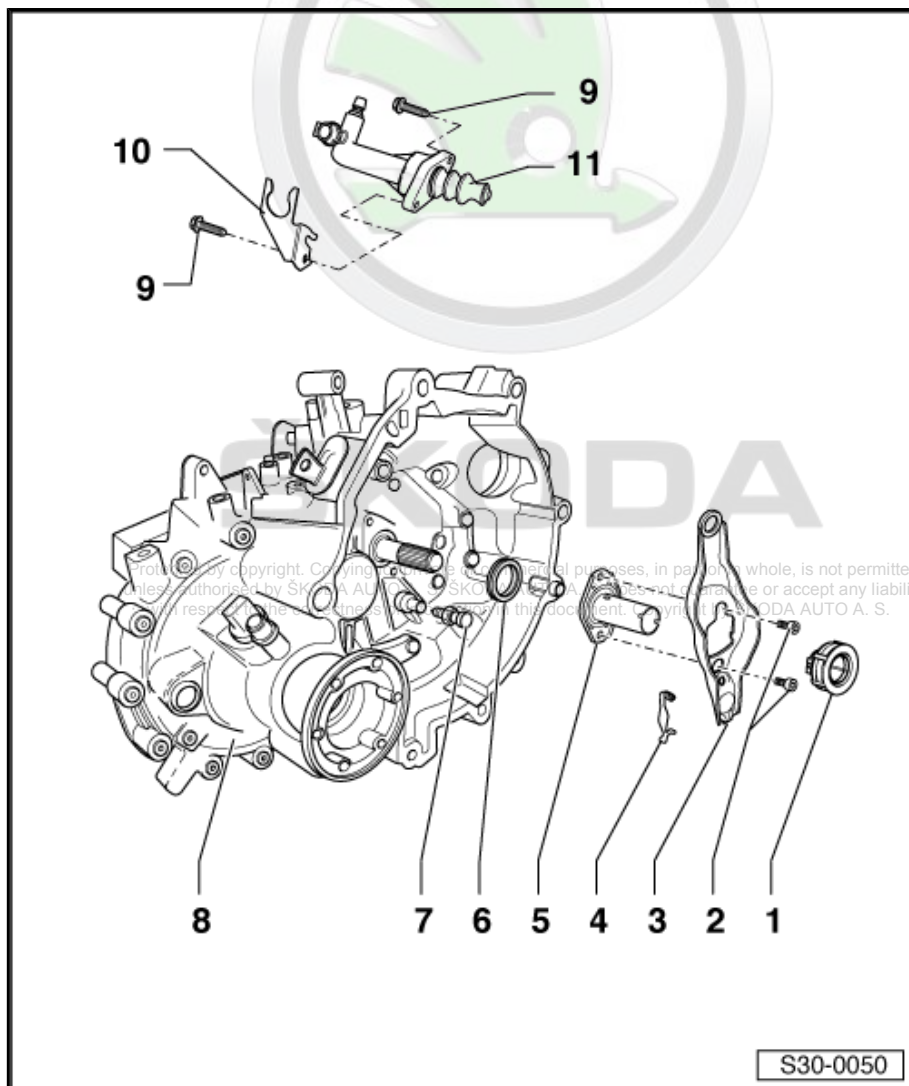
7 - Ball stud

- ☐ Original grease must be removed from the contact surface of the clutch release lever
- ☐ Grease with grease for splines - G 000 100-
- ☐ 20 Nm

8 - Gearbox

9 - Screw

- ☐ 20 Nm





10 - Mounting bracket

11 - Slave cylinder

- ☐ Removing and installing ⇒ ["1.11 Removing and installing the slave cylinder", page 42](#)
- ☐ Grease tappet head with grease for splines - G 000 100-

1.5 Remove and install the return spring

⇒ ["1.5.1 Removing and installing retractor spring, Octavia II", page 18](#)

⇒ ["1.5.2 Removing and installing retractor spring, Superb II", page 20](#)

⇒ ["1.5.3 Removing and installing retractor spring, Yeti", page 21](#)

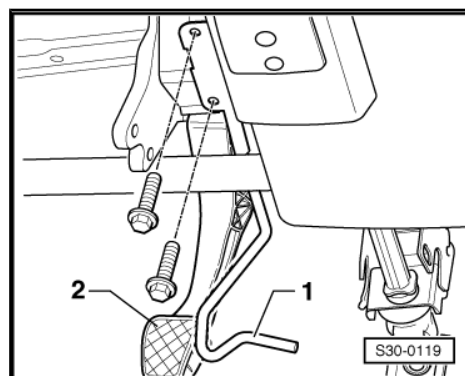
1.5.1 Removing and installing retractor spring, Octavia II

Special tools and workshop equipment required

- ◆ Assembly tool - T10178-

Removing

- Bracket for clutch pedal is installed in the vehicle.
- Slide the driver seat to the rear.
- Remove lower part of the dash panel insert on the driver's side
⇒ Body; Rep. gr. 70 Work.
- Unscrew crash strut -1- in front of the clutch pedal -2-.



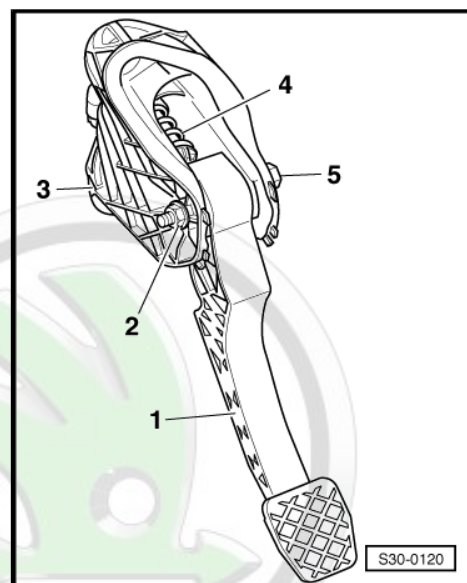
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- Unscrew nut -2-, pull out screw -5- and thereby detach the clutch pedal -1- from the bearing bracket/clutch pedal -3-.
- The clutch pedal remains hanging on the actuating rod of the clutch master cylinder.
- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket.

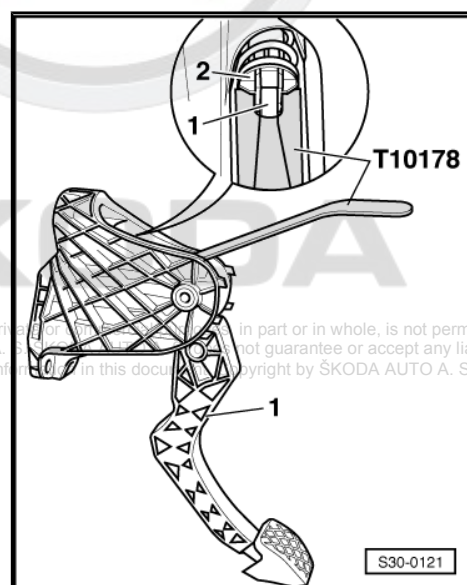
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Always replace self-locking nuts each time they are removed.



- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end using the assembly tool -T10178- as shown in the figure.
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, so that the screw slides through and tighten self-locking nut.



- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .

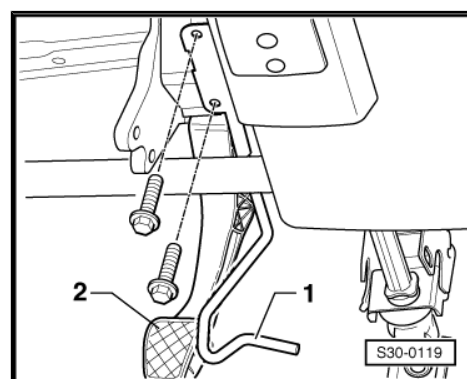
Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Clutch pedal nut
⇒ ["1.2 Summary of components - Foot controls", page 12](#)



Component	Nm
Crash strut to bracket/steering column	9



1.5.2 Removing and installing retractor spring, Superb II

Special tools and workshop equipment required

- ◆ Assembly tool - T10178-

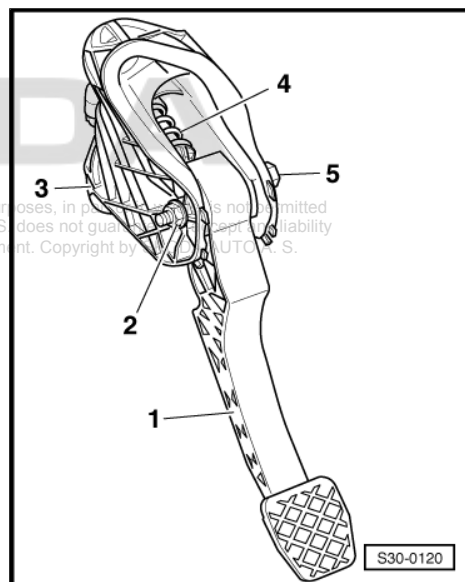
Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Remove the crash strut ⇒ Body Work; Rep. gr. 69 .
- Remove the knee airbag on the driver's side, if present ⇒ General body repairs; Rep. gr. 69 .
- Unscrew nut -2-, pull out screw -5- and thereby detach the clutch pedal -1- from the bearing bracket/clutch pedal -3-.
- The clutch pedal remains hanging on the actuating rod of the clutch master cylinder.
- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket/ clutch pedal.

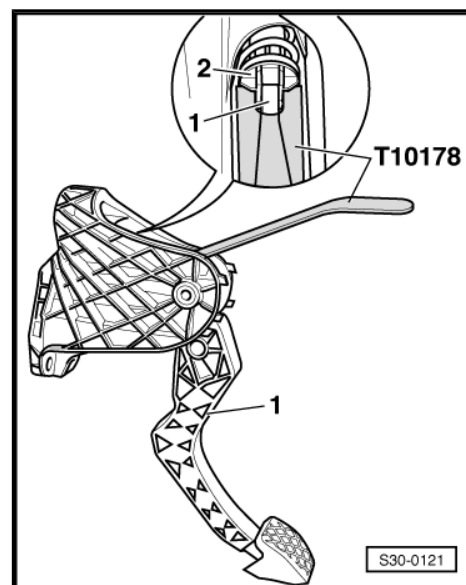
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Always replace self-locking nuts each time they are removed.



- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end using the assembly tool - T10178- as shown in the figure.
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, so that the screw slides through and tighten self-locking nut.
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install crash strut ⇒ Body Work; Rep. gr. 69 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Install the bottom part of the dash panel and the bottom plastic cover for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Clutch pedal nut
⇒ ["1.2 Summary of components - Foot controls", page 12](#)

1.5.3 Removing and installing retractor spring, Yeti

Special tools and workshop equipment required

- ◆ Assembly tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove holder for knee airbag with crash strut for clutch pedal ⇒ Body Work; Rep. gr. 69 .
- Remove the steering column from the steering gear ⇒ Chassis; Rep. gr. 48 .

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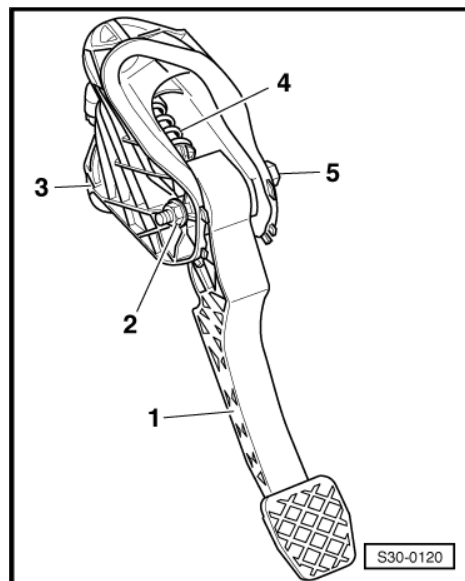


- Unscrew nut -2-, pull out screw -5- and thereby detach the clutch pedal -1- from the bearing bracket/clutch pedal -3-.
- The clutch pedal remains hanging on the actuating rod of the clutch master cylinder.
- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket.

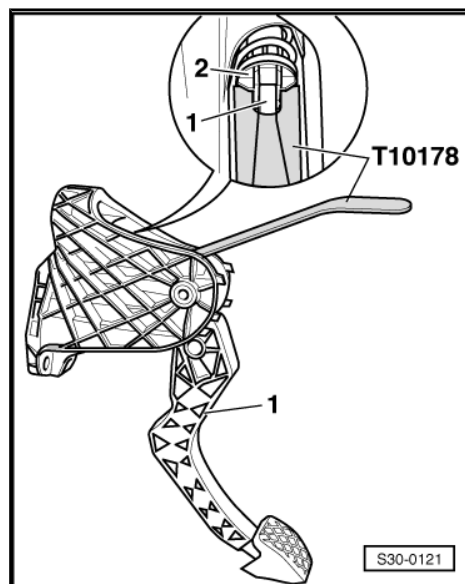
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Always replace self-locking nuts each time they are removed.



- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end using the assembly tool - T10178- as shown in the figure.
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, so that the screw slides through and tighten self-locking nut.
- Secure the steering column to the steering gear with a new screw ⇒ Chassis; Rep. gr. 48 .
- Install holder for knee airbag with crash strut for clutch pedal ⇒ Body Work; Rep. gr. 69 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Clutch pedal nut
⇒ [“1.2 Summary of components - Foot controls”, page 12](#)

1.6 Removing and installing clutch pedal

⇒ [“1.6.1 Removing and installing clutch pedal, Octavia II”, page 22](#)

⇒ [“1.6.2 Removing and installing clutch pedal, Superb II”, page 24](#)

⇒ [“1.6.3 Removing and installing clutch pedal, Yeti”, page 26](#)

1.6.1 Removing and installing clutch pedal, Octavia II

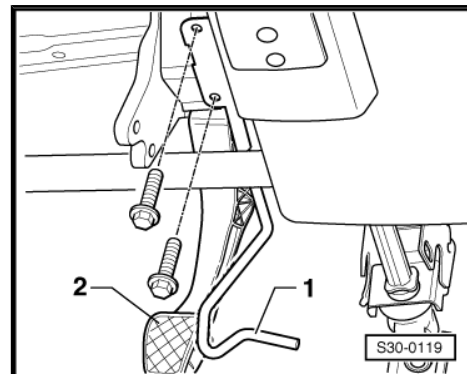
Special tools and workshop equipment required

- ◆ Pliers - T10005-
- ◆ Assembly tool - T10178-

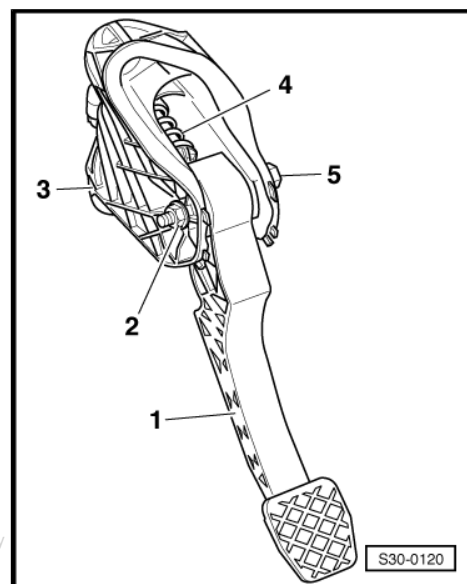
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Removing

- Slide the driver seat to the rear.
- Remove lower part of the dash panel insert on the driver's side
⇒ Body; Rep. gr. 70 Work.
- Unscrew crash strut -1- in front of the clutch pedal -2-.



- Unscrew nut -2-, pull out screw -5- and thereby detach the clutch pedal -1- from the bearing bracket/clutch pedal -3-.
- Swivel clutch pedal forwards slightly, and remove retractor spring -4- from the bearing bracket.

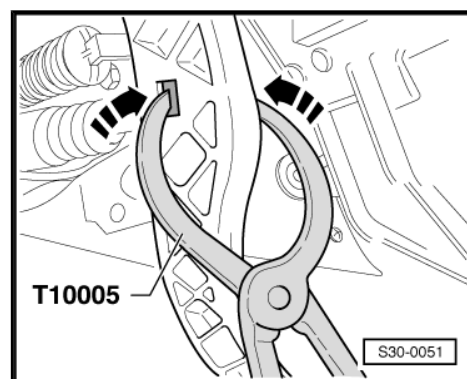


- Release securing clip of actuating rod of master cylinder with the pliers - T10005- .
- Remove clutch pedal.

Installing

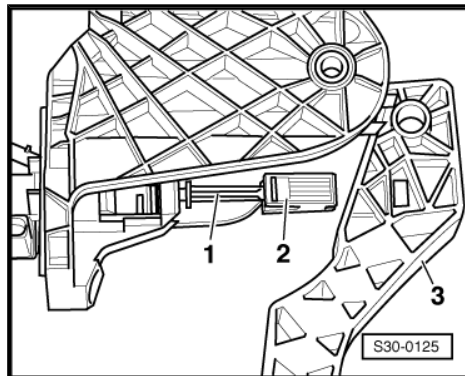
Installation is carried out in the reverse order. When installing, observe the following:

- Always replace self-locking nuts each time they are removed.

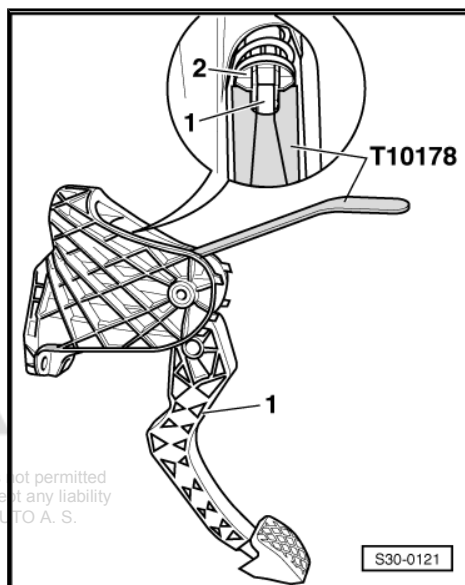




- Mount support -2- to the actuator rod -1- of the master cylinder.
- Press support into the clutch pedal until it audibly clicks into place.



- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end using the assembly tool - T10178- as shown in the figure.
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, so that the screw slides through and tighten self-locking nut.



- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side
⇒ Body Work; Rep. gr. 70 .

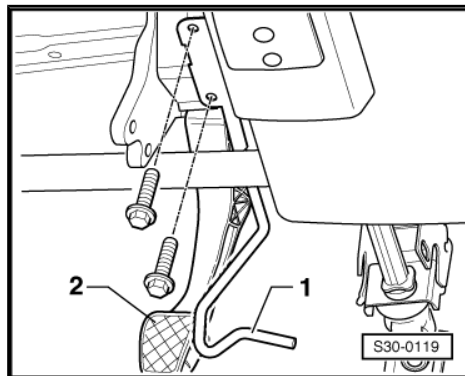
Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ♦ Clutch pedal nut
⇒ [“1.2 Summary of components - Foot controls”, page 12](#)



Component	Nm
Crash strut to bracket/steering column	9

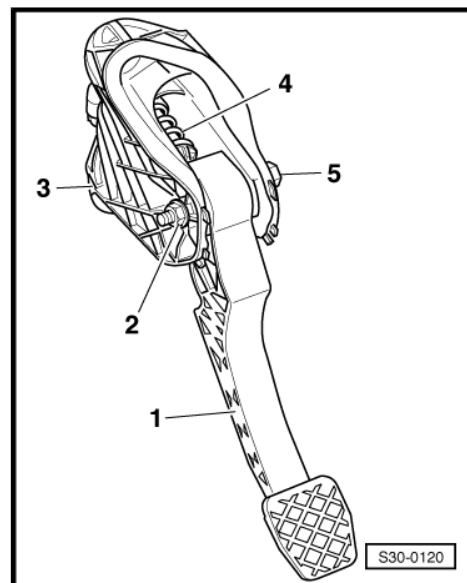
1.6.2 Removing and installing clutch pedal, Superb II

Special tools and workshop equipment required

- ♦ Pliers - T10005-
- ♦ Assembly tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Unscrew nut -2-, pull out screw -5- and thereby detach the clutch pedal -1- from the bearing bracket/clutch pedal -3-.
- Swivel clutch pedal forwards slightly, and remove retractor spring -4- from the bearing bracket.

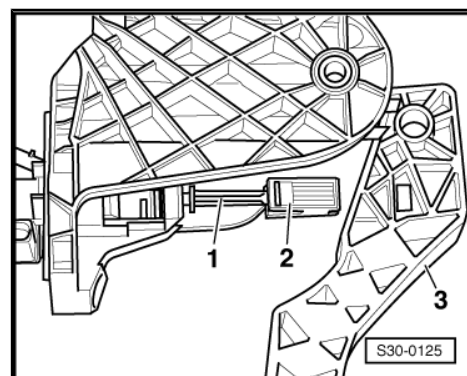
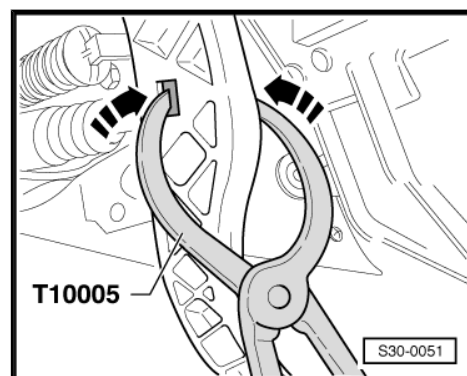


- Release support of actuating rod of master cylinder with the pliers - T10005- .
- Remove clutch pedal.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Mount support -2- to the actuator rod -1- of the master cylinder.
- Press support into the clutch pedal until it audibly clicks into place.



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- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end using the assembly tool - T10178- as shown in the figure.
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, slide through screw and tighten self-locking nut.
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ♦ Clutch pedal nut
⇒ ["1.2 Summary of components - Foot controls", page 12](#)

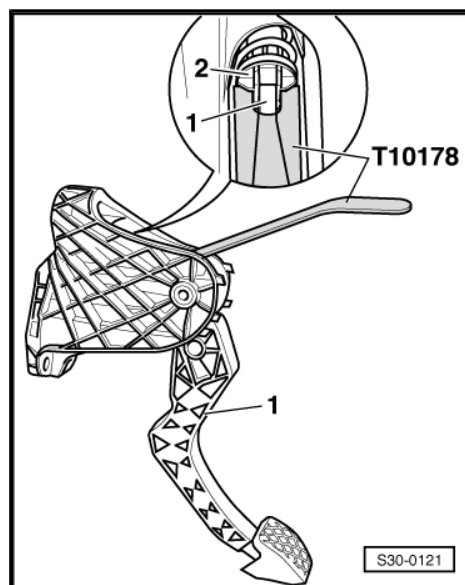
1.6.3 Removing and installing clutch pedal, Yeti

Special tools and workshop equipment required

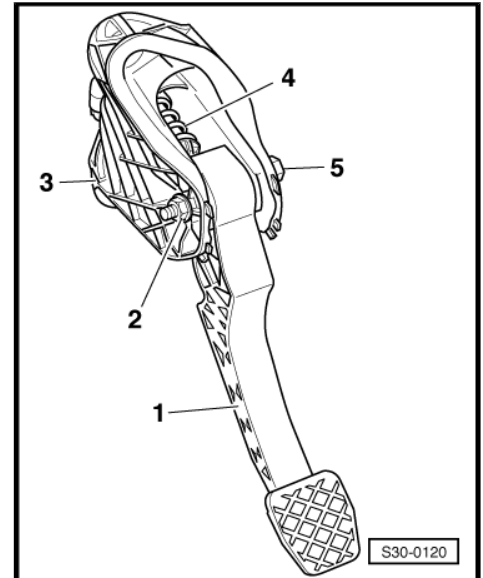
- ♦ Pliers - T10005-
- ♦ Assembly tool - T10178-

Removing

- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.
- Remove holder for knee airbag with crash strut for clutch pedal ⇒ Body Work; Rep. gr. 69 .
- Remove the steering column from the steering gear ⇒ Chassis; Rep. gr. 48 .



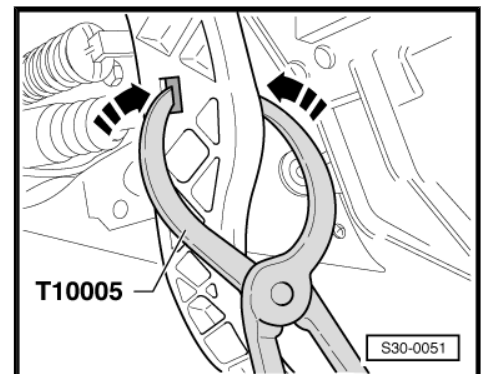
- Unscrew nut -2-, pull out screw -5- and thereby detach the clutch pedal -1- from the bearing bracket/clutch pedal -3-.
- Swivel clutch pedal slightly downwards and remove retractor spring -4- from the bearing bracket.



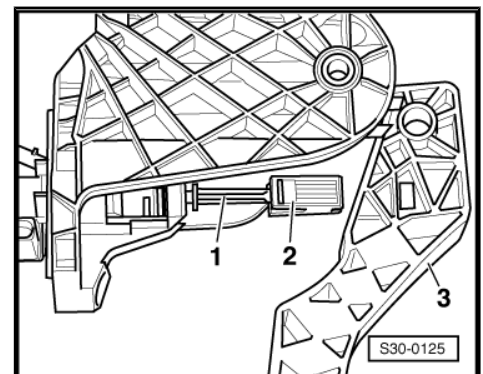
- Release support of actuating rod of master cylinder with the pliers - T10005- .
- Remove clutch pedal.

Installing

Installation is carried out in the reverse order. When installing, observe the following:



- Mount support -2- to the actuator rod -1- of the master cylinder.
- Press support into the clutch pedal until it audibly clicks into place.



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Octavia II 2004 ➤ , Octavia II 2010 ➤ , Superb II 2008 ➤ , Superb II 20 ...

Gearbox 0AJ - Edition 02.2019

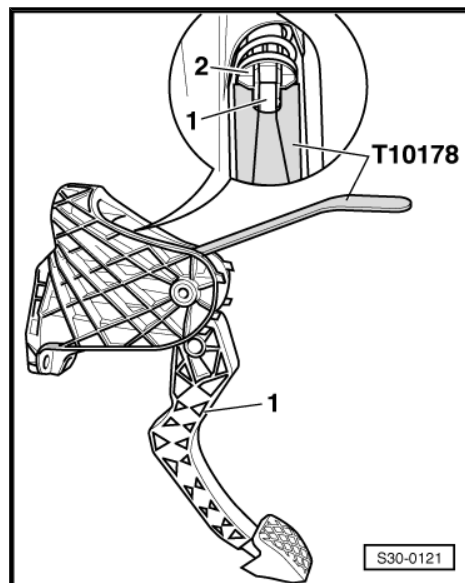
- Insert retractor spring from above into the bearing bracket and while doing so hold the spring end using the assembly tool - T10178- as shown in the figure.
- Insert bearing bolt of clutch pedal into the step bearing of the retractor spring.
- Press on clutch pedal slightly, slide through screw and tighten self-locking nut.
- Secure the steering column to the steering gear with a new screw ⇒ Chassis; Rep. gr. 48 .
- Install holder for knee airbag with crash strut for clutch pedal ⇒ Body Work; Rep. gr. 69 .

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.



- ◆ Clutch pedal nut
⇒ [“1.2 Summary of components - Foot controls”, page 12](#)

1.7 Removing and installing bearing bracket/clutch pedal

⇒ [“1.7.1 Removing and installing bearing bracket/clutch pedal, Octavia II”, page 28](#)

⇒ [“1.7.2 Removing and installing bearing bracket for clutch pedal, Superb II”, page 30](#)

⇒ [“1.7.3 Removing and installing bearing block for clutch pedal, Yeti”, page 32](#)

1.7.1 Removing and installing bearing bracket/clutch pedal, Octavia II

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

Removing

- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



Caution

Risk of brake fluid escaping.

During the following work, ensure that no brake fluid lands on longitudinal member or gearbox.

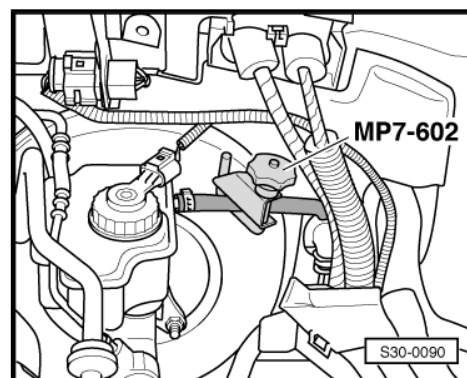
- ◆ If this is the case, clean the affected area thoroughly.
- ◆ Lay a lint-free cloth under master cylinder.

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- Clamp off supply hose to master cylinder using hose clamp - MP7-602 (3094)- .

Variant with plastic return hose

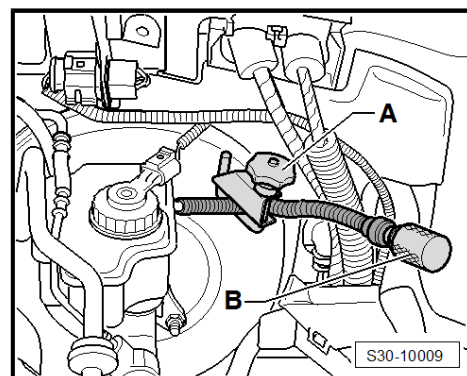
If the plastic return hose is used, it is deformed when clamped off using the hose clamp - MP7-602 (3094)- . However, the return hose is not defective.



The plastic return hose can be sealed e.g. using the sealing tool - T10249/1- - B-, after the master cylinder was removed.

- After removing the hose clamp - MP7-602 (3094)- - A-, the return hose must be brought back to its initial shape.

Continued for all vehicles



- Pull off return hose -3- from the clutch master cylinder.
- Unlock locking clip -2- with a screwdriver and detach tube-hose line -1- at master cylinder.
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.

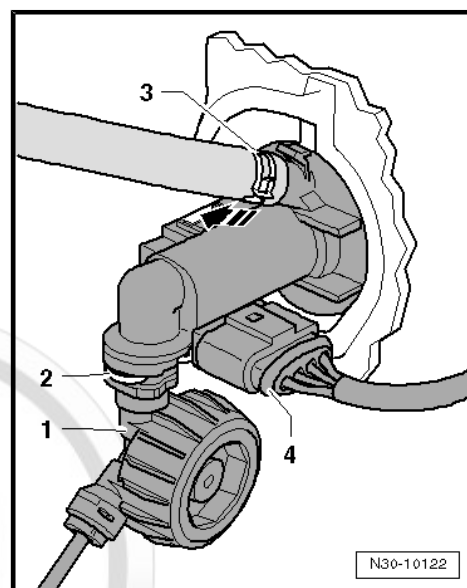


Caution

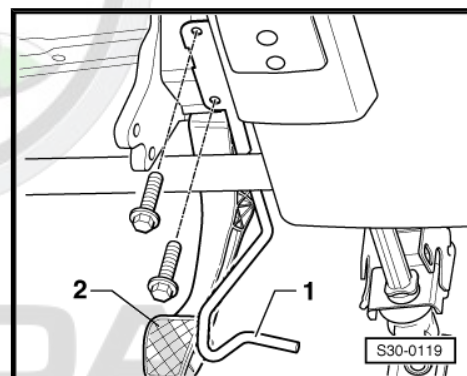
Risk of brake fluid escaping.

- ◆ *When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.*

- Remove lower part of the dash panel insert on the driver's side
⇒ Body; Rep. gr. 70 Work.



- Unscrew crash strut -1- in front of the clutch pedal -2-.



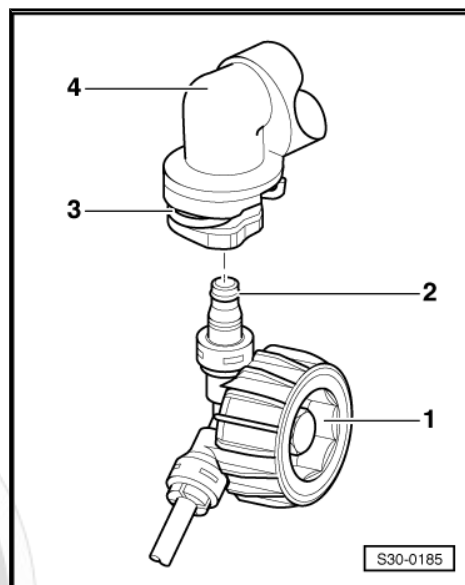
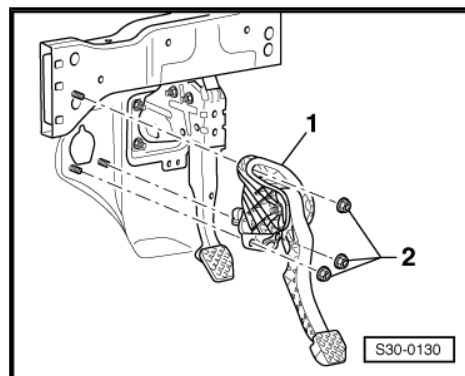


- Unscrew nuts -2- and remove the bearing bracket/clutch pedal.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Replace self-locking nuts and gasket for master cylinder after removal.
- Press in tube-hose line -1- with new gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- For testing pull on the tube-hose line.
- Bleed the clutch control
⇒ [“1.12 Bleeding the clutch control”, page 45](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Bearing bracket for clutch pedal to bulkhead
⇒ [“1.2 Summary of components - Foot controls”, page 12](#)

Component	Nm
Crash strut to bracket/steering column	9

1.7.2 Removing and installing bearing bracket for clutch pedal, Superb II

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Closing tool - T10249-

Removing

- Remove air filter ⇒ Engine; Rep. gr. 24
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .

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Caution

Risk of brake fluid escaping.

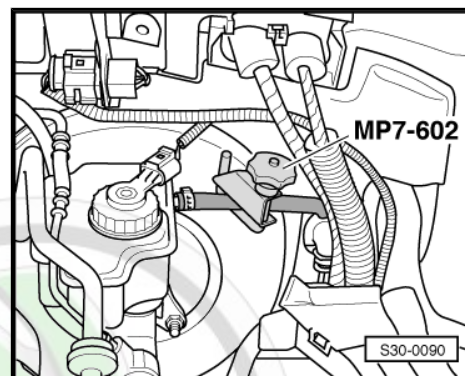
During the following work, ensure that no brake fluid lands on longitudinal member or gearbox.

- ◆ **If this is the case, clean the affected area thoroughly.**
- ◆ **Lay a lint-free cloth under master cylinder.**

- Clamp off supply hose to master cylinder using hose clamp - MP7-602 (3094)- .

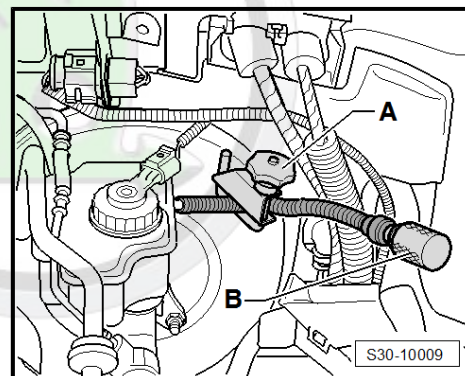
Variant with plastic return hose

If the plastic return hose is used, it is deformed when clamped off using the hose clamp - MP7-602 (3094)- . However, the return hose is not defective.



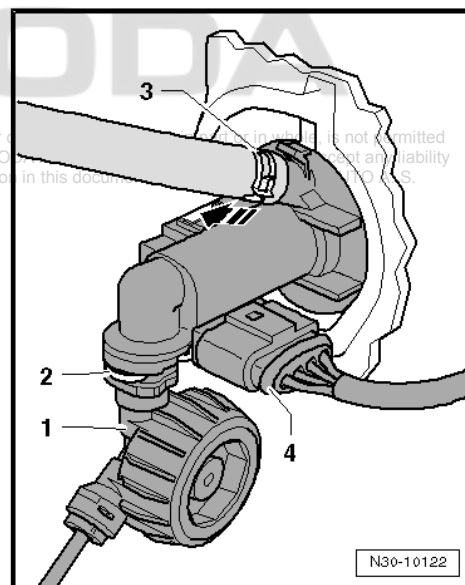
The plastic return hose can be sealed e.g. using the sealing tool - T10249/1 - B-, after the master cylinder was removed.

- After removing the hose clamp - MP7-602 (3094)- - A-, the return hose must be brought back to its initial shape.



Continued for all vehicles

- Pull off return hose -3- from the clutch master cylinder.
- Unlock locking clip -2- with a screwdriver and detach tube-hose line -1- at master cylinder.
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.



Caution

Risk of brake fluid escaping.

- ◆ **When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.**

- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

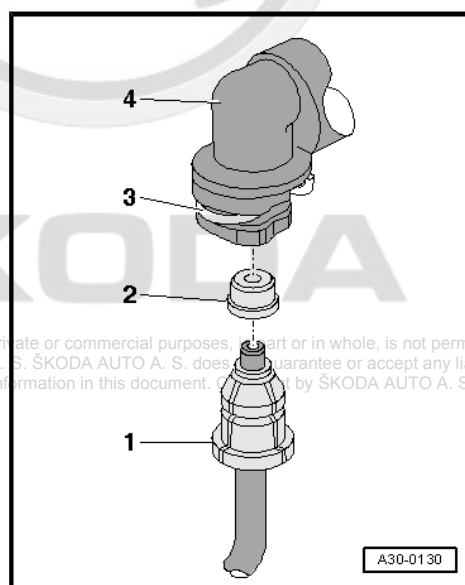
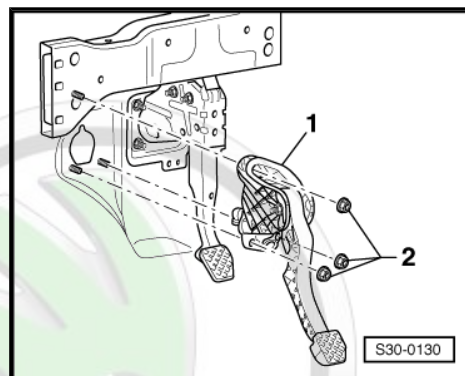


- Unscrew nut -2- and remove the bearing bracket -1-.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Replace self-locking nuts and gasket for master cylinder after removal.
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Fit tube-hose line -1- with sealing ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ [“1.12 Bleeding the clutch control”, page 45](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Bearing bracket for clutch pedal to bulkhead
⇒ [“1.2 Summary of components - Foot controls”, page 12](#)

1.7.3 Removing and installing bearing block for clutch pedal, Yeti

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Closing tool - T10249-

Removing

- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



Caution

Risk of brake fluid escaping.

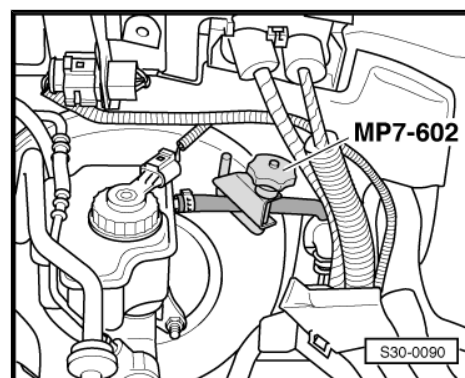
During the following work, ensure that no brake fluid lands on longitudinal member or gearbox.

- ◆ **If this is the case, clean the affected area thoroughly.**
- ◆ **Lay a lint-free cloth under master cylinder.**

- Clamp off supply hose to master cylinder using hose clamp - MP7-602 (3094)- .

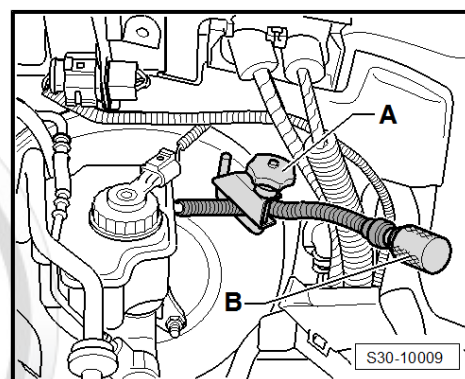
Variant with plastic return hose

If the plastic return hose is used, it is deformed when clamped off using the hose clamp - MP7-602 (3094)- . However, the return hose is not defective.



The plastic return hose can be sealed e.g. using the sealing tool - T10249/1- - B-, after the master cylinder was removed.

- After removing the hose clamp - MP7-602 (3094)- - A-, the return hose must be brought back to its initial shape.



Continued for all vehicles

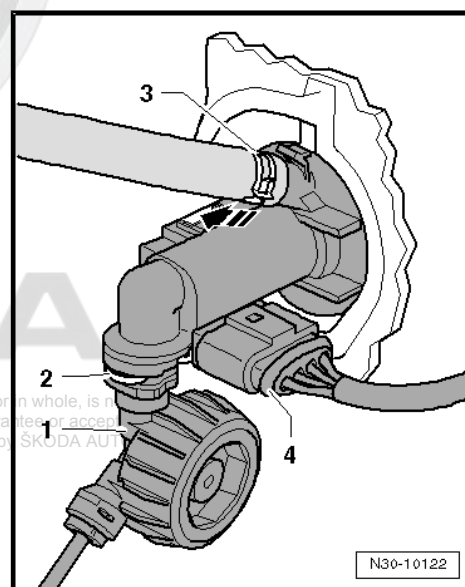
- Pull off return hose -3- from the clutch master cylinder.
- Unlock locking clip -2- with a screwdriver and detach tube-hose line -1- at master cylinder.
- Unclip clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.
- Remove holder for knee airbag with crash strut for clutch pedal ⇒ Body Work; Rep. gr. 69 .



Caution

Risk of brake fluid escaping.

- ◆ **When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.**



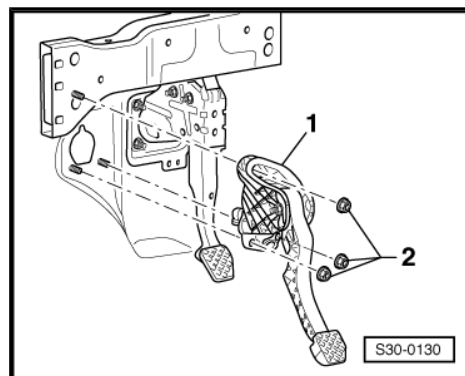


- Unscrew nut -2- and remove the bearing bracket -1-.

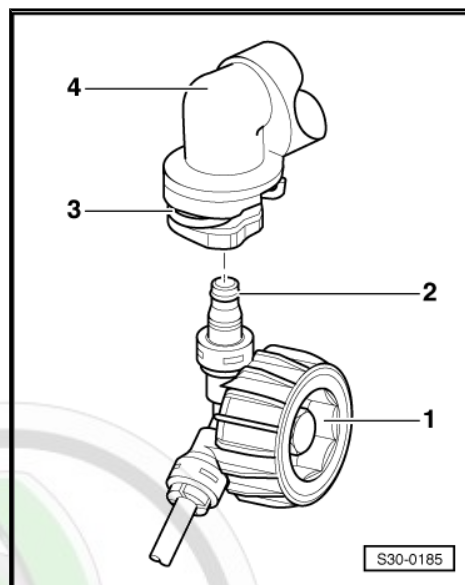
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Replace self-locking nuts and gasket for master cylinder after removal.
- Install holder for knee airbag with crash strut for clutch pedal
⇒ Body Work; Rep. gr. 69 .



- Fit the plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ [“1.12 Bleeding the clutch control”, page 45](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Bearing bracket for clutch pedal to bulkhead
⇒ [“1.2 Summary of components - Foot controls”, page 12](#)

1.8 Removing and installing the master cylinder

⇒ [“1.8.1 Removing and installing master cylinder, Octavia II”, page 34](#)

⇒ [“1.8.2 Removing and installing master cylinder, Superb II”, page 36](#)

⇒ [“1.8.3 Removing and installing master cylinder, Yeti”, page 38](#)

1.8.1 Removing and installing master cylinder, Octavia II

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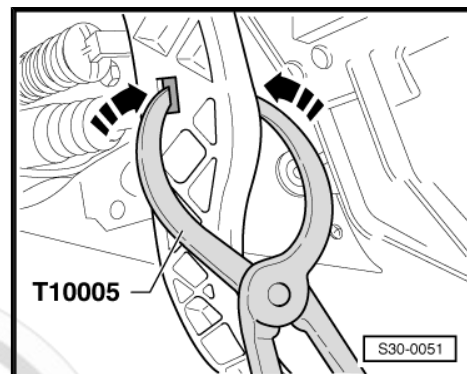
Special tools and workshop equipment required

- ◆ Pliers - T10005-

Removing

- Before the master cylinder must be replaced due to a fault, first of all carry out a thorough examination of the master cylinder
⇒ [“1.10 Check hydraulic clutch control”, page 41](#) .

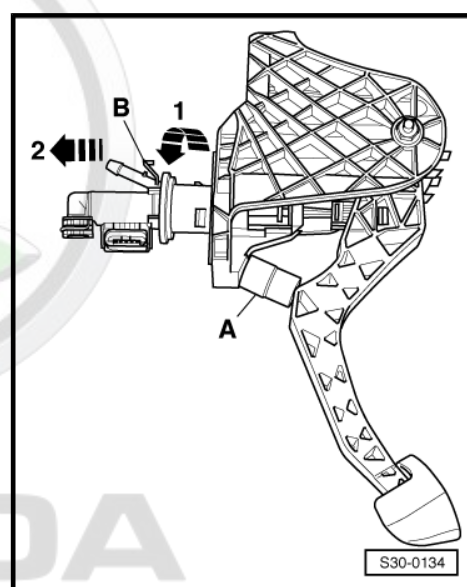
- Remove bearing bracket for clutch pedal
⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#) .
- Release support of actuating rod of master cylinder with the pliers - T10005- .



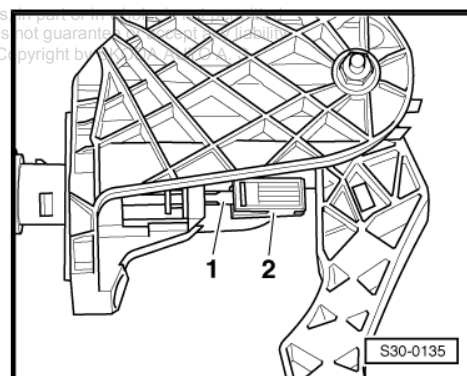
- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.
- ◆ Length of spacer = approx. 40 mm
- Release pin -B- and pull master cylinder out of bracket
-arrow 1- and -arrow 2-.

Installing

- Move clutch pedal up to the stop into home position.



- Mount support -2- to the actuator rod -1- of the master cylinder.

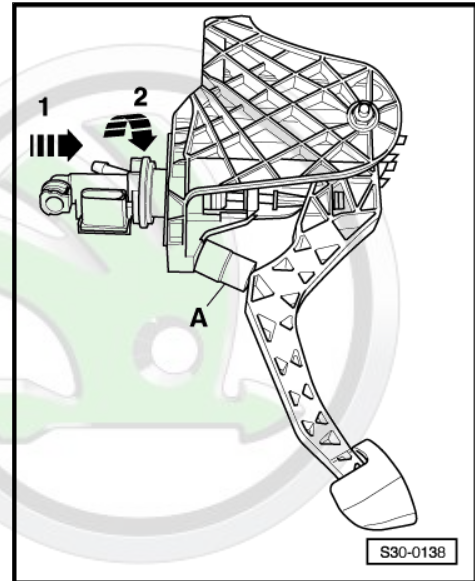


**SKODA**

Octavia II 2004 ➤ , Octavia II 2010 ➤ , Superb II 2008 ➤ , Superb II 20 ...

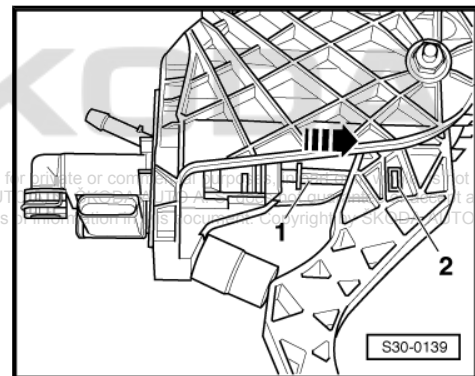
Gearbox 0AJ - Edition 02.2019

- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.
- ◆ Length of spacer = approx. 40 mm
- Lock master cylinder at bracket -arrow 1- and -arrow 2-.



- Press actuating rod -1- of master cylinder into -direction of arrow-, until the support -2- locks audibly into the clutch pedal.
- Install bearing bracket for clutch pedal
⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#) .

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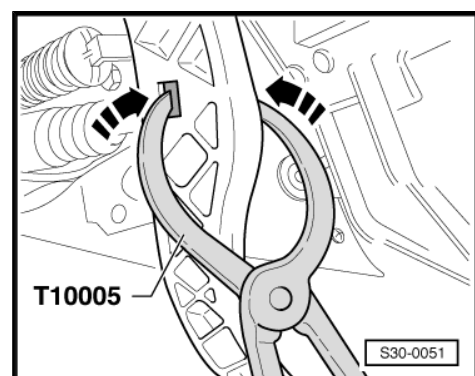
1.8.2 Removing and installing master cylinder, Superb II

Special tools and workshop equipment required

- ◆ Pliers - T10005-

Removing

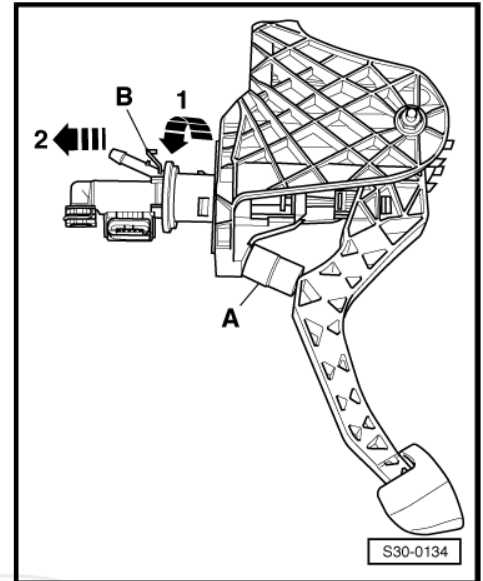
- Before the master cylinder must be replaced due to a fault, first of all carry out a thorough examination of the master cylinder
⇒ [“1.10 Check hydraulic clutch control”, page 41](#) .
- Remove bearing bracket for clutch pedal
⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#) .
- Release support of actuating rod of master cylinder with the pliers - T10005- .



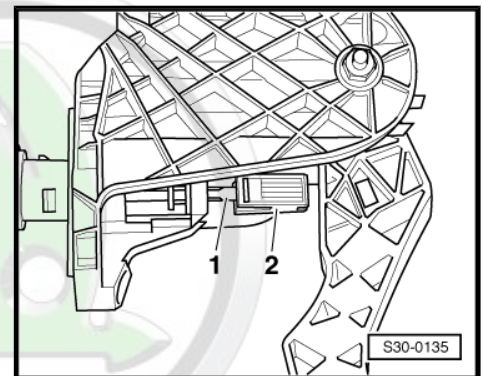
- Release pin -B- and pull master cylinder out of bracket
-arrow 1- and -arrow 2-.

Installing

- Move clutch pedal up to the stop into home position.

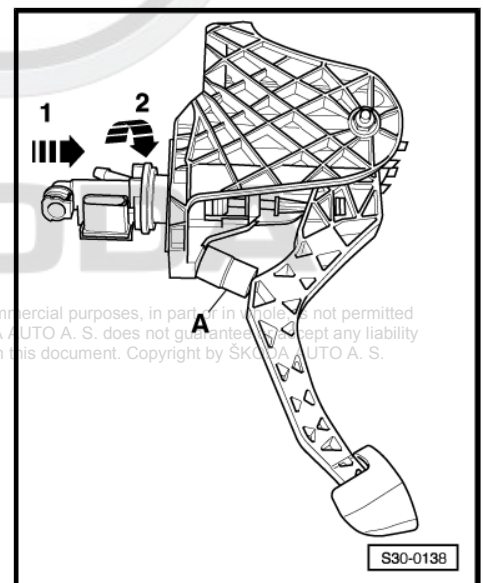


- Mount support -2- to the actuator rod -1- of the master cylinder.



- Place a spacer -A- between clutch pedal and stop and press clutch pedal into operating position.

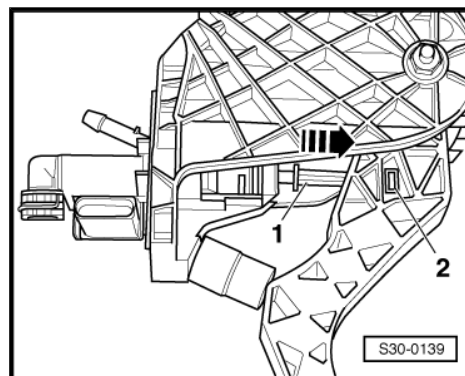
- ◆ Length of spacer = approx. 40 mm



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- Press actuating rod -1- of master cylinder into -direction of arrow-, until the support -2- locks audibly into the clutch pedal.
- Install bearing bracket for clutch pedal
⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#) .



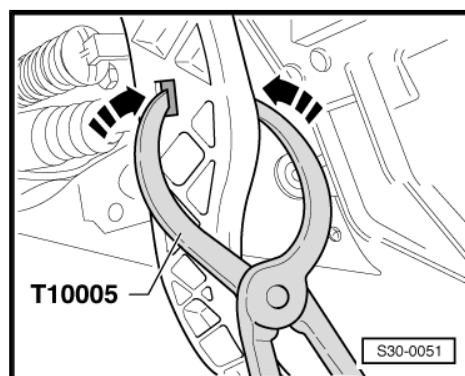
1.8.3 Removing and installing master cylinder, Yeti

Special tools and workshop equipment required

- ◆ Pliers - T10005-

Removing

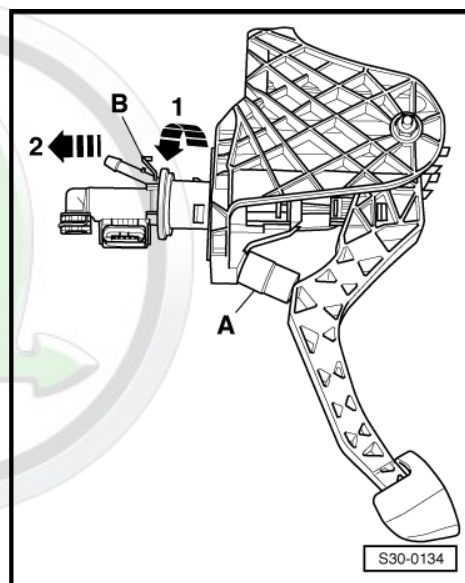
- Remove bearing bracket for clutch pedal
⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#) .
- Release support of actuating rod of master cylinder with the pliers - T10005- .



- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.
- ◆ Length of spacer: 40 mm
- Release pin -B- and pull master cylinder out of bracket -arrow 1- and -arrow 2-.

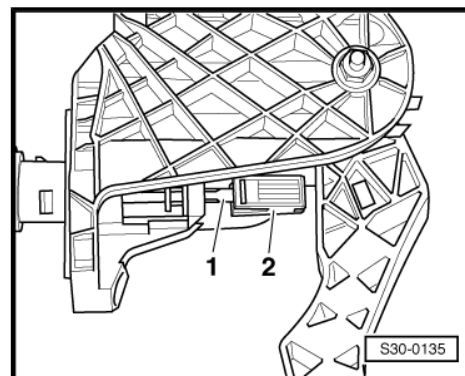
Installing

- Move clutch pedal up to the stop into home position.

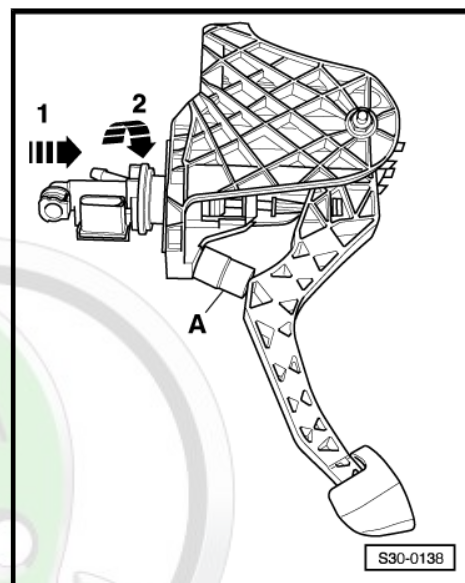


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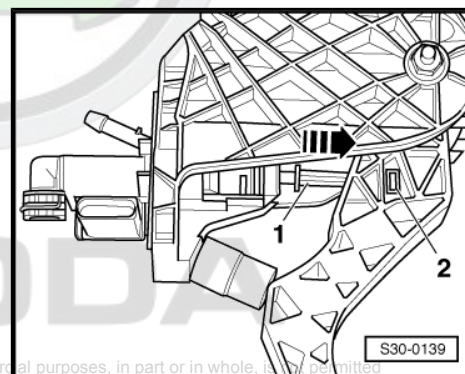
- Mount support -2- to the actuator rod -1- of the master cylinder.



- Place a spacer -A- between clutch pedal and stop and press clutch pedal into operating position.
- ◆ Length of spacer = approx. 40 mm
- Lock master cylinder at bracket -arrow 1- and -arrow 2-.



- Press actuating rod -1- of master cylinder into -direction of arrow-, until the support -2- locks audibly into the clutch pedal.
- Install bearing bracket for clutch pedal
⇒ [“1.7 Removing and installing bearing bracket/clutch pedal”, page 28](#).



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1.9 Removing and installing clutch position sender

Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Closing tool - T10249-

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery, battery cover and battery tray ⇒ Electrical System; Rep. gr. 27 .



Caution

Risk of brake fluid escaping.

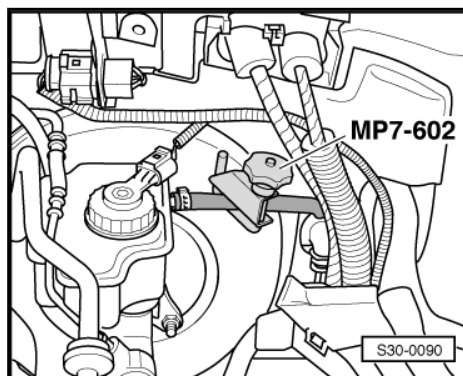
During the following work, ensure that no brake fluid lands on longitudinal member or gearbox.

- ◆ *If this is the case, clean the affected area thoroughly.*
- ◆ *Lay a lint-free cloth under master cylinder.*

- Clamp off supply hose to master cylinder using hose clamp - MP7-602 (3094)- .

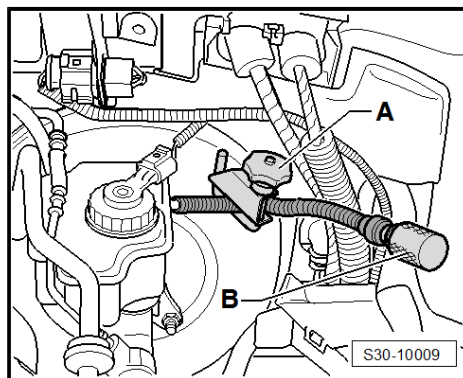
Variant with plastic return hose

If the plastic return hose is used, it is deformed when clamped off using the hose clamp - MP7-602 (3094)- . However, the return hose is not defective.



The plastic return hose can be sealed e.g. using the sealing tool - T10249/1- - B-, after the master cylinder was removed.

- After removing the hose clamp - MP7-602 (3094)- - A-, the return hose must be brought back to its initial shape.



Continued for all vehicles

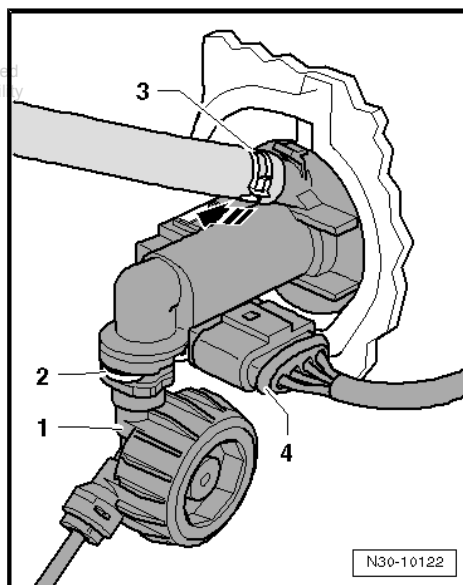
- Pull off return hose -3- from the clutch master cylinder.
- Unlock locking clip -2- with a screwdriver and detach tube-hose line -1- at master cylinder.
- Unlock lock -arrow-, remove the clutch position sender - G476- at the master cylinder and disconnect the plug connection -4-.

Installing

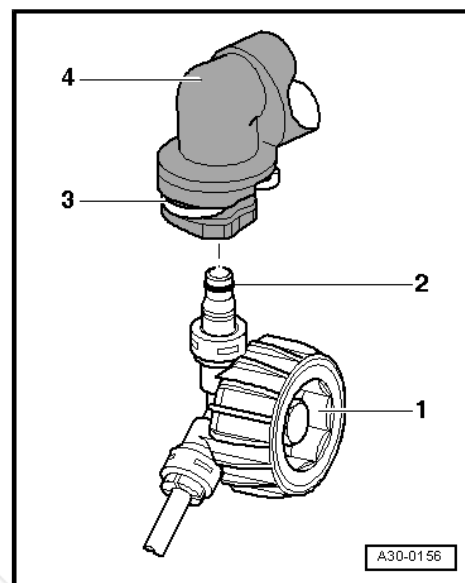
Installation is carried out in the reverse order. When installing, observe the following:

- Replace the sealing ring for the tube-hose line at the master cylinder.
- Secure all hose connections with hose clips.

If the tube-hose line was removed from the master cylinder:



- Fit tube-hose line -1- with sealing ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check it has engaged correctly by pulling on the line -1-.
- Bleed the clutch control
⇒ [“1.12 Bleeding the clutch control”, page 45](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .



1.10 Check hydraulic clutch control

- If the master cylinder and/or slave cylinder must be replaced due to the predetermined fault, first of all check the hydraulic clutch control.
- If the slave cylinder with the connected tube-hose line is removed from the gearbox, do no longer depress the clutch pedal. Otherwise, the piston can be pressed out of the slave cylinder and thus be destroyed.

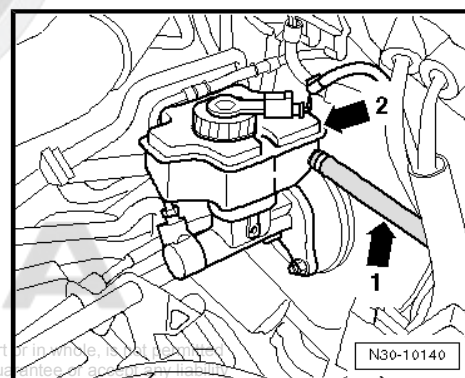
The clutch hydraulic is connected to one of the chambers -arrow 2- of the brake fluid reservoir by the return hose -arrow 1-.

If there is little or no brake fluid in this chamber, there is a leak in the system.

Symptoms of a leak are, amongst others, traces of brake fluid on or below the gearbox, as well as on the noise insulation under the gearbox.

In case of leakage, the corresponding component must be replaced.

- Check the correct routing of the tube-hose line between the master and slave cylinder.
- The line must not be kinked or trapped.
- The brake pedal return must not be obstructed by moved covers (floor coverings).

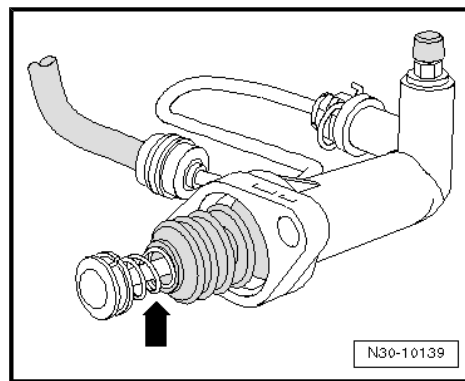


Inspect the complete hydraulic system for leaks.

- Carry out a visual inspection of the following components of the hydraulic clutch control for leaks:
 - ◆ Check brake fluid level in the brake fluid reservoir.
 - ◆ Return hose between brake fluid reservoir and master cylinder.
 - ◆ Master cylinder.
 - ◆ Tube-hose line between master cylinder and slave cylinder.
 - ◆ Connection points (plug and screw connections) also in a non-visible area.
 - ◆ Slave cylinder.



- Remove the slave cylinder (do not open the line system) and check if no brake fluid drips out of the bellows, to do so remove the bellows from the rod -arrow-.
- Bleed the clutch control
⇒ [“1.12 Bleeding the clutch control”, page 45](#) .
- Depress the clutch pedal carefully, at the same time hold the pedal in five different positions for approx. 20 seconds over the entire distance the pedal has to travel.
- When depressing the pedal in different positions, make sure that the pedal does not drop by itself.
- While doing so, check if fluid is leaking from the components of the hydraulic clutch control with the help of a second person
⇒ [page 41](#) .



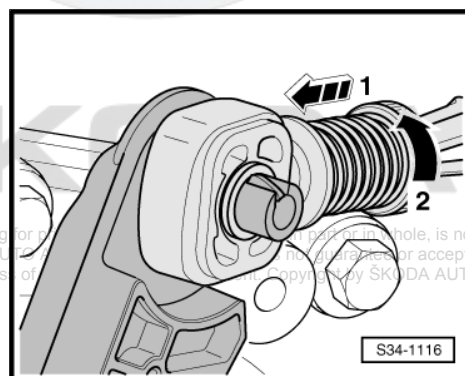
1.11 Removing and installing the slave cylinder

Special tools and workshop equipment required

- ◆ Grease for splines - G 000 100-
- If the slave cylinder must be replaced due to the predetermined fault, first of all check the hydraulic clutch control
⇒ [“1.10 Check hydraulic clutch control”, page 41](#) .
- If the slave cylinder with the connected tube-hose line is removed from the gearbox, do no longer depress the clutch pedal. Otherwise, the piston can be pressed out of the slave cylinder and thus be destroyed.
- When performing the following work, make sure no brake fluid comes into contact with the gearbox. If this is the case. these points must be cleaned thoroughly.

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- In order to avoid damage to the selector cable. the cable lock must be separated from the selector cable before removal.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.

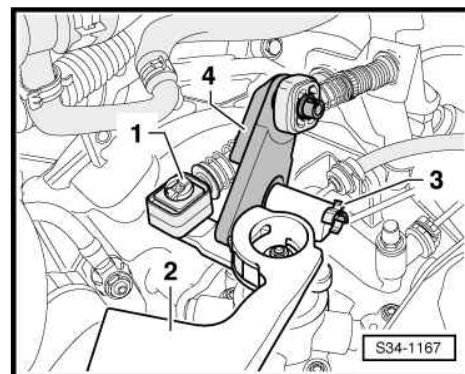


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- Remove lock washer -1- for shift cable from gearbox shift lever -2-.
- Pull off shift cable from the stud of the gearbox shift lever.

The relay lever -4- is secured with a clip -3- in the cover

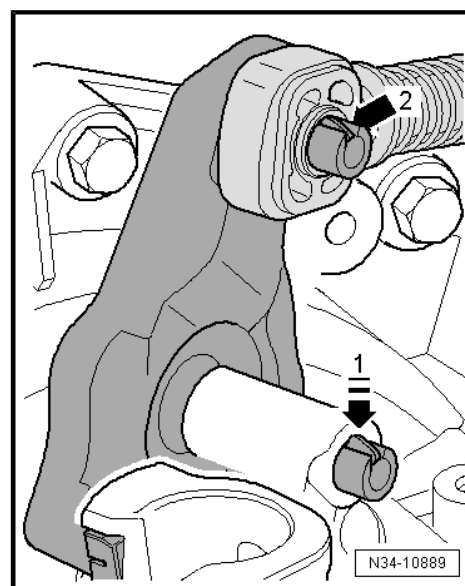
- Unclip -3- out of the hole of the relay lever and pull out relay lever -4- together with the cable lock out of the cover.



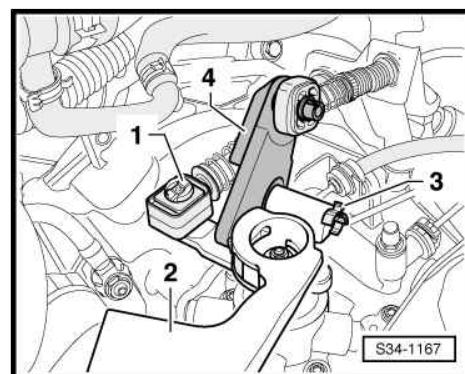
The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Carefully pull the relay lever together with the cable lock out from the cover.

Continued for all vehicles



- Remove the gearbox shift lever -2- from the gearshift shaft.




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- Remove screws -arrows- and remove cable support from the gearbox.
- Tie up shift cable and selector cable.

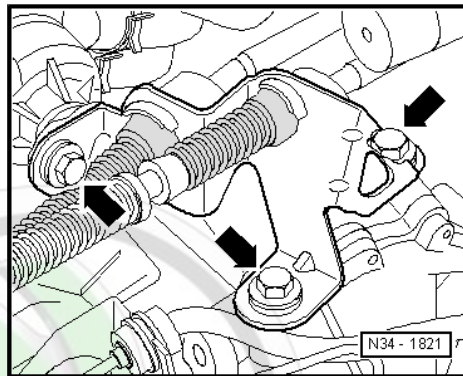


Caution

Risk of brake fluid escaping.

When performing the following work, make sure no brake fluid comes into contact with the gearbox.

- ◆ ***If this is the case, clean the affected area thoroughly.***



- Lay a lint-free cloth under slave cylinder.

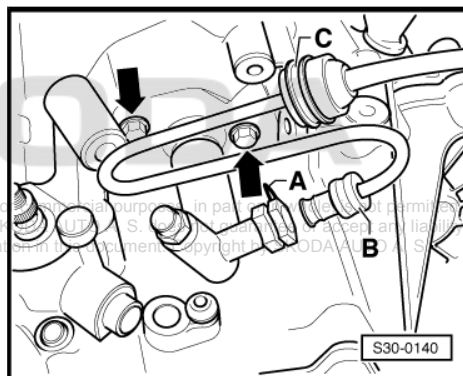


Caution

There is a risk of contamination through escaping brake fluid.

- ◆ ***If the tube-hose line is disconnected from the connection, do no longer depress the clutch pedal.***

- Pull retaining clip -A- for tube-hose line out of the slave cylinder up to the stop.
- Pull tube-hose line out of the support -C-.
- Pull tube-hose line -B- out of the slave cylinder and close openings.
- Unscrew the screws -arrows- for the slave cylinder and remove the slave cylinder.

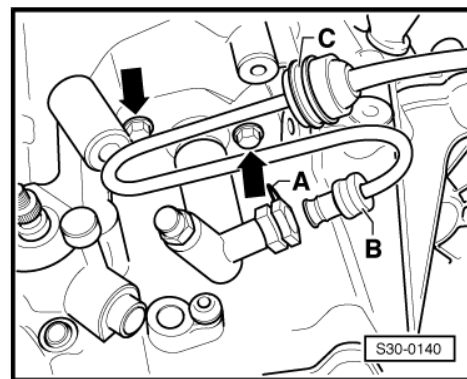


Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Grease tappet head of slave cylinder with grease for splines - G 000 100- .

- Install slave cylinder -arrows-.
- Insert tube-hose line -B- into the slave cylinder up to the stop.
- Press in retaining clip -A- up to the stop and make sure the tube-hose line locks into position.
- Press tube-hose line into the support -C- at the gearbox.
- After installing the slave cylinder bleed the clutch control
⇒ [“1.12 Bleeding the clutch control”, page 45](#) .
- Assembling gearshift mechanism
⇒ [“1.9 Repairing shift mechanism”, page 85](#) .
- Setting the shift mechanism
⇒ [“1.11 Setting the shift mechanism”, page 89](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Slave cylinder to gearbox
⇒ [“1.4 Assembly overview - clutch release mechanism”, page 17](#)
- ◆ Gearbox selector lever to selector shaft
⇒ [“1.5 Summary of components - control cables”, page 65](#) .
- ◆ Cable support to gearbox
⇒ [“1.5 Summary of components - control cables”, page 65](#)

1.12 Bleeding the clutch control

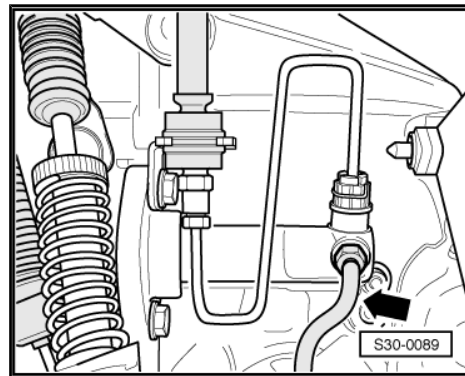
Special tools and workshop equipment required

- ◆ Brake filling and bleeding device - VAS 5234- or -VAS 6860-
- The system must be bled after performing work on the hydraulic clutch control.
- When performing the following work, make sure no brake fluid comes into contact with the gearbox.
- Pre-filling of the system is not necessary!
- Before bleeding, fill brake fluid reservoir up to “max” marking with brake fluid.
- Specification of brake fluid ⇒ Electronic catalogue of original parts .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Connect the brake filling and bleeding device .



To bleed, use the bleeder hose -arrow-.

- Connect bleeder hose -arrow- with the drip bottle of the brake bleeding device.
- Fit the bleeder hose -arrow- onto the vent valve.
- Activate system with a pressure of 0.2 MPa (2 bar).
- Open vent valve.
- Allow approx. 100 cm³ of brake fluid to flow out until no more air bubbles are visible.
- Close vent valve.
- Rapidly operate clutch pedal from stop to stop 10 to 15 times.
- Activate system with a pressure of 0.2 MPa (2 bar).
- Open vent valve.
- Allow approx. 50 cm³ more brake fluid to flow out.
- Close vent valve.
- Depress clutch pedal several times after completion of bleeding process.
- At the same time check the operation of the clutch control.
- Install air filter ⇒ Engine; Rep. gr. 24 .



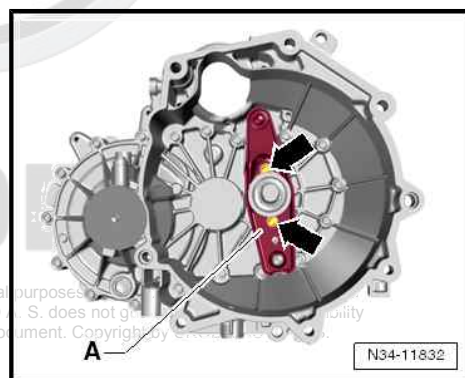
1.13 Repairing the clutch release mechanism

Special tools and workshop equipment required

- ◆ Grease for splines - G 000 100-
- Gearbox removed
⇒ ["2 Removing and installing the gearbox", page 94](#) .

Removing and installing clutch release lever -A- with release bearing and guide sleeve

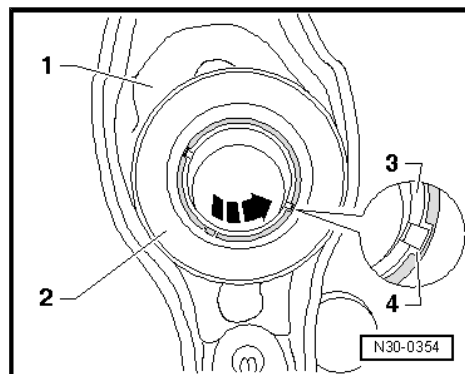
- Release screws -arrows-.
- Pull clutch release lever with release bearing and guide bushing off input shaft and ball stud.



Removing and installing the guide bushing

- Rotate the guide bushing-3- opposite the release bearing -2- 90° in the -direction of the arrow- until the catch pegs of the guide bushing fit into the slots -4- of the clutch release bearing.
- In this position remove the guide bushing from the release bearing.

Installation is carried out in the reverse order.



Removing and installing release bearing

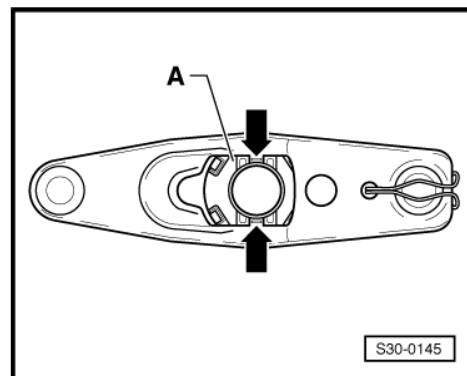
- Press the catch pegs -arrows- together and remove the release bearing -A- from the clutch release lever.
- To install, press the release bearing -A- into the clutch release lever until the catch pegs -arrows- lock into position.

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.



- ◆ Guide bushing to gearbox
⇒ ["1.4 Assembly overview - clutch release mechanism", page 17](#)



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2 Clutch

⇒ ["2.1 Assembly overview - clutch", page 48](#)

⇒ ["2.2 Removing and installing clutch", page 48](#)

⇒ ["2.3 Fault finding power transmission - problems with the clutch and clutch control", page 51](#)

2.1 Assembly overview - clutch

1 - Flywheel

- ☐ Removing and Installing
⇒ Engine; Rep. gr. 13
- ☐ make sure the centering pins are correctly fitted
- ☐ Keep contact surface for clutch lining free of grooves, oil and grease

2 - Clutch disc

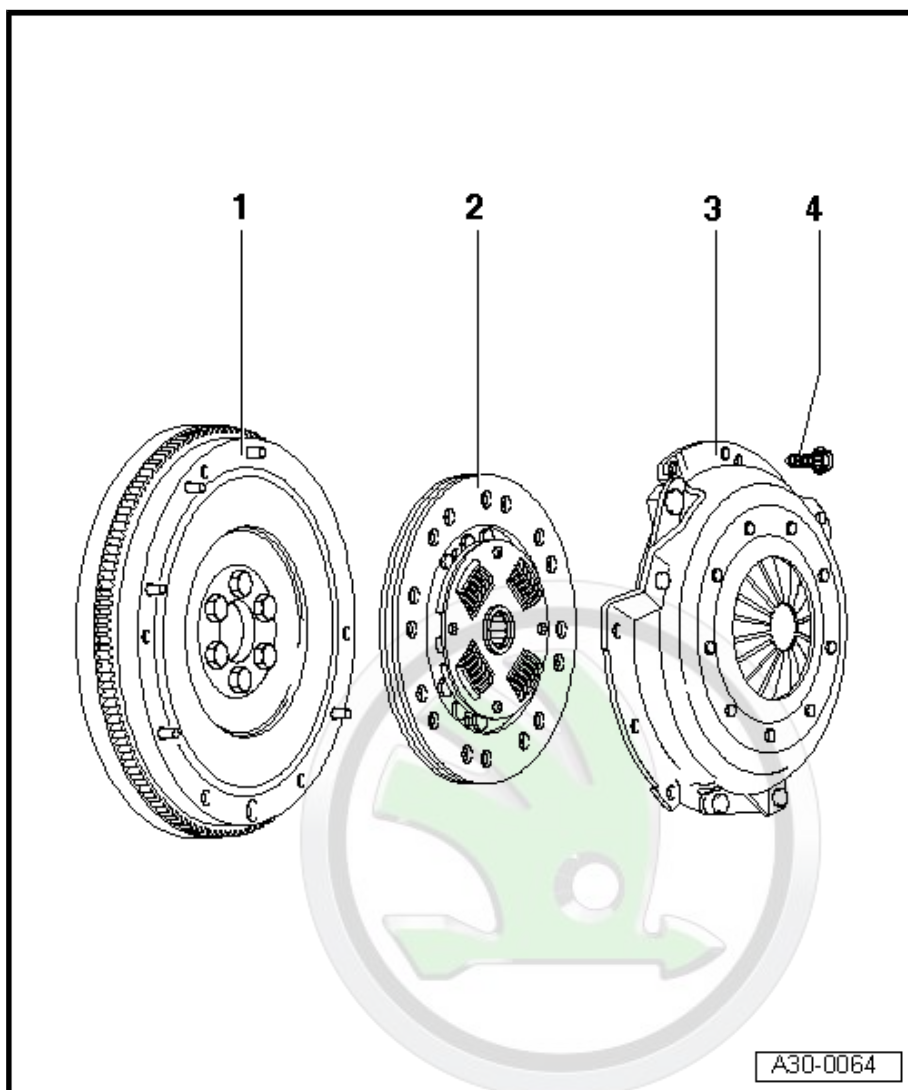
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Fitting position
⇒ [page 50](#)
- ☐ Centre
⇒ ["2.2 Removing and installing clutch", page 48](#)
- ☐ Lightly grease splines

3 - Thrust washer

- ☐ Removing and installing
⇒ ["2.2 Removing and installing clutch", page 48](#)
- ☐ Check ends of diaphragm spring
⇒ [page 50](#)
- ☐ Check tension springs and riveted joints
⇒ [page 50](#)
- ☐ Check feather joints and riveted joints
⇒ [page 50](#)

4 - Screw

- ☐ assign according to the ⇒ Electronic catalogue of original parts .
- ☐ loosen or tighten gradually and crosswise
- ☐ M6 = 13 Nm
- ☐ M7 = 20 Nm



2.2 Removing and installing clutch

Special tools and workshop equipment required

- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - MP3-475A (3190A)-
- ◆ Centering mandrel - T10086-

◆ Grease for splines - G 000 100-

- Observe the fault finding of the power transmission before replacing the clutch disc and the pressure plate - problems with the clutch and clutch control
⇒ ["2.3 Fault finding power transmission - problems with the clutch and clutch control", page 51](#) .

Removing

- Removing the gearbox
⇒ ["2 Removing and installing the gearbox", page 94](#) .



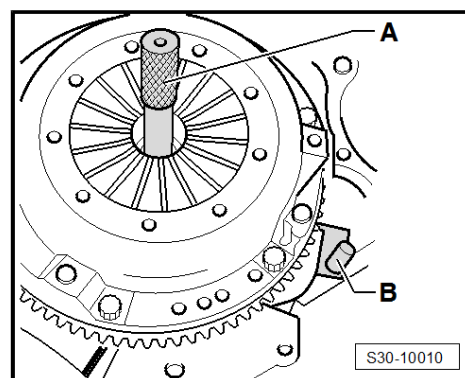
Caution

In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), loosen as follows:

- Insert counterholder - MP1-223 (3067)- -B- to slacken the bolts.
- Unscrew bolts of the pressure plate in small steps crosswise.
- Remove pressure plate and clutch plate.

Installing

- Clean input shaft splines and, on used clutch plates, the hub splines too. Remove corrosion and apply a very thin coat of grease for splines - G 000 100- to the splines.
- Move clutch plate to and fro on input shaft until hub moves freely on shaft. Remove all excess grease.



Caution

Pressure plates are protected against corrosion and greased. Except for the friction surface for the clutch disc, the pressure plates may not be cleaned, doing so would reduce the lifetime of the clutch considerably.



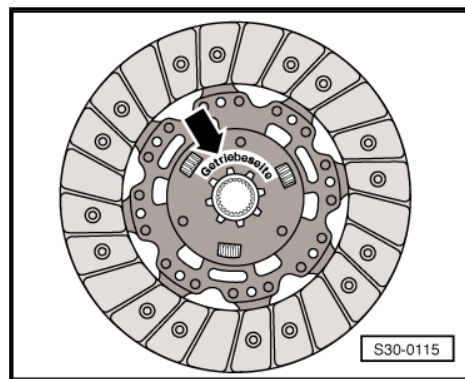
Note

- ◆ The friction surfaces for the clutch pressure plate and for the flywheel must be cleaned thoroughly (remove grease).
- ◆ If the clutch has burnt out, thoroughly clean the gearbox, the flywheel and the engine in the area of the clutch, to remove the unpleasant odour.
- ◆ The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel.
- ◆ Tighten fixing screws diagonally and evenly to prevent damage to pressure plate centring hole and flywheel centring pins.
- ◆ Check whether the dowel sleeves for centring the engine/gearbox are present in the cylinder block; insert if necessary.
- ◆ If the dowel sleeves are not installed, there are problems with the gearshift and the clutch or the gearbox is loud (sound of loose wheels).



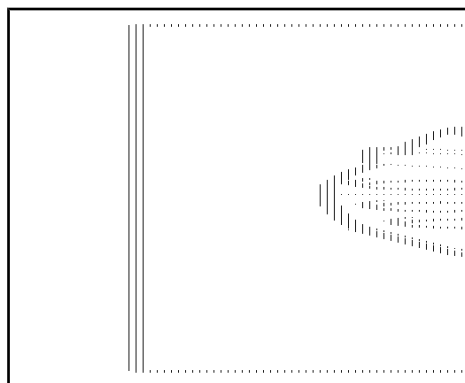
Installation location of the clutch disc

- Legend "side of gearbox" points to the gearbox.



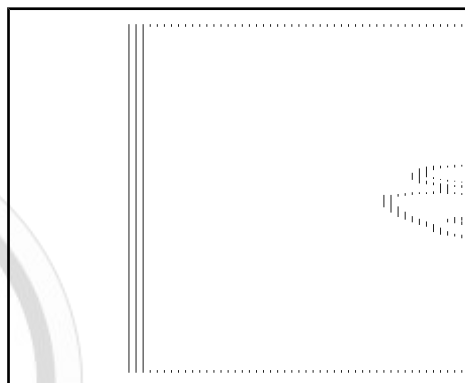
Check the extremities of the membrane spring

- Wear is allowed up to half the membrane spring thickness -arrows-.



Check tension springs and riveted joints

- Check the feather joints between pressure plate and cover for cracks as well as the riveted joints for firm seating.
- Pressure plate with damaged feather joints or with loose riveted joints -arrows- must be replaced.
- Replace a pressure plate with damaged springs/free riveted joints.



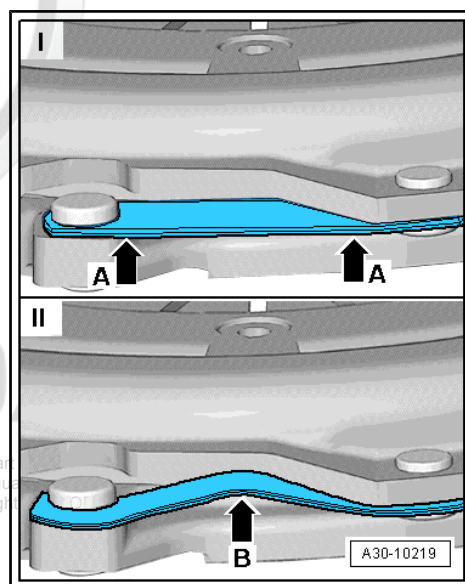
Check springs and riveted joints

I - Tension springs o.k.

- slight bends in the external area -arrow A- are part of the standard condition

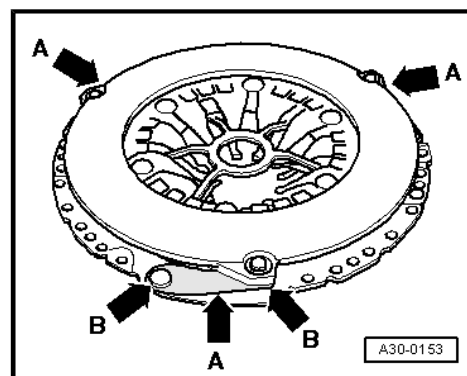
II - Tension springs damaged

- Clutch plates with strongly bent or broken feather joints -arrow B- must be replaced.
- Check springs -arrows A- for damage and riveted joints -arrows B- for firm seating.
- Clutch plates with strongly bent or broken feather joints or loose riveted connections must be replaced.



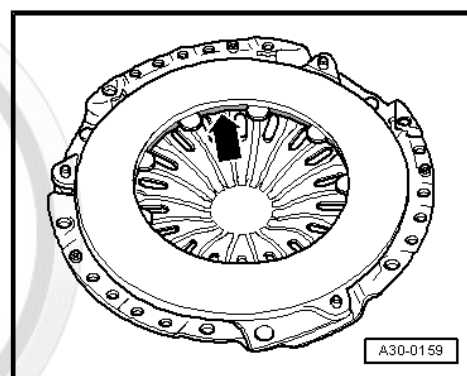
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- Check whether the riveted joints -arrows B- are fixed on all springs -arrows A-.
- Replace the clutch plates with loose riveted joints -arrow B-.



Check metal plate ring

- Check metal plate ring -arrow- in the clutch plate for damage.
- Replace the clutch plates with the broken metal plate ring.



Centring clutch plate

A - Centring mandrel - MP3-475A (3190A)-

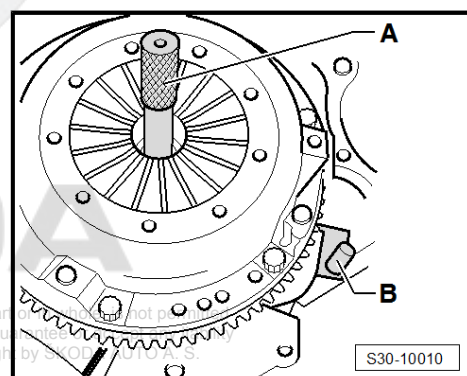
B - Counterholder - MP1-223 (3067)-



Note

For vehicles with needle roller bearings in the crankshaft or with a smaller diameter of the hole in the crankshaft, use the centring mandrel - T10086- .

- Tighten the screws step by step and crosswise so as not to damage the centering holes of the pressure plate and the centering pins of the flywheel.
- Installing the gearbox
⇒ [“2.1 Removing and installing the gearbox”, page 94](#) .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Pressure plate to flywheel
⇒ [“2.1 Assembly overview - clutch”, page 48](#) .

2.3 Fault finding power transmission - problems with the clutch and clutch control

Check hydraulic clutch control

⇒ [“1.10 Check hydraulic clutch control”, page 41](#) .



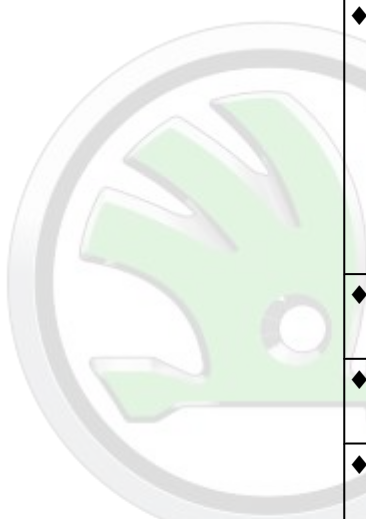
Always check the fault mentioned by the customer first before repairing the clutch.

During this procedure, it must be determined if indeed there is a fault of the clutch or if the cause is only an incorrect setting of the shift mechanism.

Fault	Fault description	Measure
Clutch pedal does not return to initial position.	♦ Air in line system.	– Vent air from the line system; top up with brake fluid.
	♦ Line system. master or slave cylinder leaking.	– Replace defective component, vent air from the line system; top up with brake fluid.
	♦ Release bearing on the guide bushing is tilted, seized.	– Replace guide bushing and release bearing.
	♦ Membrane spring of the pressure plate broken.	– Replace pressure plate.

Fault	Fault description	Measure
Actuating force on the clutch pedal too high.	♦ Retractor spring defect.	– Replace retractor spring.
	♦ Clutch release force increased due to wear of clutch linings.	– Inform customer (higher release force with increased wear). – Replace clutch disc. when the distance base/rivet is below 0.1 mm.
	♦ Release bearing on the guide bushing is tilted, seized.	– Replace defective components.
	♦ Pressure plate with wrong spring identification.	– Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	♦ Mechanical fault at the pressure plate or the clutch disc.	– Replace defective components.
	♦ Clutch disc on the serration sluggish/jams.	– Check the hub for damage (burrs), if necessary replace clutch disc. – Clean the hub and the drive shaft teeth of corrosion and residues of lubricant and grease with grease for splines - G 000 100- . Move clutch disc back and forth. remove excess grease.

Fault	Fault description	Measure
Noises when operating the clutch.	♦ Release bearing defective, guide of clutch release bearing not in order, contact surface drained off.	– Always replace noisy release bearings. – Replace guide bushings if damaged.

Fault	Fault description	Measure
	◆ The contact surface of the pressure plate is defective (the tips of the membrane spring are bent, broken). Release bearing is off-centre.	<ul style="list-style-type: none"> – Replace pressure plate. – Check release bearing and guide bushing, replace if necessary. – Check position of clutch release lever. – Check dowel sleeves.
	◆ Centre displacement of engine/gearbox.	<ul style="list-style-type: none"> – Check dowel sleeves.
	◆ Clutch disc installed the wrong way up.	<ul style="list-style-type: none"> – Correct installation.
	◆ Wrong clutch disc installed.	<ul style="list-style-type: none"> – Assign clutch disc via the ⇒ Electronic catalogue of original parts .

Fault	Fault description	Measure
Rattling, scratching occurs when the forward or reverse gear is engaged, gearshift jams, is sluggish, shifting is not possible, clutch without operation.	◆ Air in the system. clutch does not separate fully.	<ul style="list-style-type: none"> – Bleed and check system, top up with brake fluid.
	◆ Master cylinder or slave cylinder is leaking, line is leaking.	<ul style="list-style-type: none"> – Replace defective component. top up with brake fluid. bleed system.
	◆ The travel of the clutch pedal is not sufficient (carpet, foot mat under the foot controls), clutch is not fully depressed.	<ul style="list-style-type: none"> – Inform customer.
	◆ The pressure plate is bent due to incorrect installation, the clutch disc is deformed due improper handling.	<ul style="list-style-type: none"> – Check components, if necessary replace, make sure the centering pins are correctly fitted. – If scratching still occurs. check the serration of the clutch disc on the drive shaft for ease of movement. if necessary repair the gearbox.
	◆ Tips of membrane spring broken or bent (assembly fault, release bearing moves off-centre).	<ul style="list-style-type: none"> – Replace pressure plate. – Check release bearing and guide bushing, replace if necessary. – Check dowel sleeves.
	◆ Clutch disc too thick.	<ul style="list-style-type: none"> – Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	◆ Deposit adhering to the flywheel (long immobilization time, high humidity).	<ul style="list-style-type: none"> – Slightly rub down friction surfaces of the clutch linings or replace completely the severely corroded parts.



Fault	Fault description	Measure
	<ul style="list-style-type: none"> ◆ Clutch disc on the serration sluggish/jams. Corrosion on the hub, damage during the assembly. Hub profile knocked out on one side. 	<ul style="list-style-type: none"> – Check the hub for damage, if necessary replace the clutch disc. – Remove corrosion from the hub and the shaft as well as residues of lubricant. Grease shaft with a thin layer of grease for splines - G 000 100- . – Move clutch disc back and forth. remove excess grease. – Check position of dowel sleeves on knocked out hub profile. – Check release bearing, guide bushing and pressure plate, replace if necessary.
	<ul style="list-style-type: none"> ◆ Lifting of pressure plate too low (wrong pressure plate installed). 	<ul style="list-style-type: none"> – Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	<ul style="list-style-type: none"> ◆ Displacement of engine/gearbox too large (dowel sleeves missing). support panel of clutch plate bent through this. 	<ul style="list-style-type: none"> – Insert dowel sleeves before gearbox has been fitted. – Check clutch disc and pressure plate for damage. if necessary replace.
	<ul style="list-style-type: none"> ◆ The lining is spalled off because of too high revs (shift back into lower gears during high speeds). ◆ When starting. linings are spalled off through slipping for too long a time. 	<ul style="list-style-type: none"> – Replace clutch disc. Inform customer.

Fault	Fault description	Measure
Load change jolts when throttle is depressed and sudden reduction of the engine speed.	<ul style="list-style-type: none"> ◆ Assembly bracket too soft. 	<ul style="list-style-type: none"> – Inform customer. Assign hanger via the ⇒ Electronic Catalogue of Original Parts replace if necessary.
	<ul style="list-style-type: none"> ◆ Irregular engine running. 	<ul style="list-style-type: none"> – Check engine setting. correct.
	<ul style="list-style-type: none"> ◆ Clutch disc with predamper is built in against gear rattling. 	<ul style="list-style-type: none"> – Inform customer.
	<ul style="list-style-type: none"> ◆ Centre displacement of engine/gearbox. 	<ul style="list-style-type: none"> – Test dowel sleeves. replace if necessary.

Fault	Fault description	Measure
Clutch slips through, no or bad pre-drive.	<ul style="list-style-type: none"> ◆ Wrong clutch disc fitted, wrong pressure plate installed. 	<ul style="list-style-type: none"> – Assign the clutch disc and pressure plate via the ⇒ Electronic catalogue of original parts .



Fault	Fault description	Measure
	<ul style="list-style-type: none"> ◆ Clutch disc worn out, burnt, pressure plate overheated, scoring, pressure plate warped through incorrect assembly, contact pressure of the pressure plate too low, driving error, natural wear. 	<ul style="list-style-type: none"> – Replace clutch disc. – Replace pressure plate. – Inform customer.
	<ul style="list-style-type: none"> ◆ Clutch disc, pressure plate, flywheel - oily. Radial shaft seal of the engine or the gearbox defective. Grease on the contact surface through excess greasing of the hub. 	<ul style="list-style-type: none"> – Replace clutch disc. – Clean contact surfaces of pressure plate and flywheel. – Replace radial shaft seal, remove excess grease from the drive shaft.
	<ul style="list-style-type: none"> ◆ Clutch disc installed the wrong way up. 	<ul style="list-style-type: none"> – Correct installation. check clutch disc. replace if necessary.
	<ul style="list-style-type: none"> ◆ Flywheel depth too large or excess removal at the base of the thrust surface. 	<ul style="list-style-type: none"> – Assign the sealing flange via the ⇒ electronic catalogue of original parts – Inspect clutch disc and pressure plate, replace if necessary.
	<ul style="list-style-type: none"> ◆ Slave cylinder leaking. 	<ul style="list-style-type: none"> – Replace slave cylinder.

Fault	Fault description	Measure
Clutch grabbing, unit shaking.	<ul style="list-style-type: none"> ◆ Air in the system. 	<ul style="list-style-type: none"> – Bleed system. check brake fluid level. check system for tightness. – Replace defective part.
	<ul style="list-style-type: none"> ◆ Engine does not run clean. 	<ul style="list-style-type: none"> – Check engine setting. correct.
	<ul style="list-style-type: none"> ◆ Driving error. starting speed is too low. 	<ul style="list-style-type: none"> – Inform customer.
	<ul style="list-style-type: none"> ◆ Wrong clutch disc installed. 	<ul style="list-style-type: none"> – Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	<ul style="list-style-type: none"> ◆ Assembly bearing too soft, knocked out. 	<ul style="list-style-type: none"> – Assign the assembly bracket via the ⇒ Electronic catalogue of original parts .
	<ul style="list-style-type: none"> ◆ Clutch lining oily, contact surface of pressure plate and flywheel oily (oil leakage from the clutch housing). 	<ul style="list-style-type: none"> – Check radial shaft seal of the drive shaft for clutch or check crankshaft. if necessary replace. – Replace clutch disc. clean pressure plate and flywheel.
	<ul style="list-style-type: none"> ◆ Release bearing on the guide bushing is tilted, seized (presses on one side onto the membrane springs of the pressure plate). 	<ul style="list-style-type: none"> – Replace release bearing and guide bushing. – Check control element and bearing for control elements.



Fault	Fault description	Measure
	<ul style="list-style-type: none"> ◆ The contact surface of the pressure plate lifts off only unilaterally due to the tilted release bearing. ◆ Pressure plate housing deformed when installed. Contact surface of the pressure plate lifts off only unilaterally. ◆ Drive shaft too heavily greased (traces of grease on the clutch disc, pressure plate and flywheel). 	<ul style="list-style-type: none"> – Check the contact surface of the clutch lining on the flywheel, check pressure plate and membrane springs, replace pressure plate if necessary. – Replace release bearing and guide bushing. – Remove grease from pressure plate and flywheel. replace if damaged (traces of wear. traces of overheating. grooves). – Remove traces of grease from hub and shaft, grease shaft with grease for splines - G 000 100- . – Move clutch disc back and forth. remove excess grease.

Fault	Fault description	Measure
Acoustic knock »clack« when clutch is released.	<ul style="list-style-type: none"> ◆ Acceleration is assigned to the load carrier/drive shaft through the sudden press of the clutch pedal. The drive shaft serration of the pinions in mesh knocks, this noise is increased for clutch discs with noise insulation as the damping reaches the stop. 	<ul style="list-style-type: none"> – Inform customer.

Fault	Fault description	Measure
Noises in idle.	<ul style="list-style-type: none"> ◆ Torsional damper spring kinked. 	<ul style="list-style-type: none"> – Replace clutch disc.
	<ul style="list-style-type: none"> ◆ Clutch disc fitted without pre-damper (idle rattling). 	<ul style="list-style-type: none"> – Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	<ul style="list-style-type: none"> ◆ Pressure plate deformed, imbalance. 	<ul style="list-style-type: none"> – Replace pressure plate.
	<ul style="list-style-type: none"> ◆ Irregular engine running. 	<ul style="list-style-type: none"> – Check engine setting. correct if necessary.
	<ul style="list-style-type: none"> ◆ Displacement of engine/gearbox too large (dowel sleeves missing). 	<ul style="list-style-type: none"> – Insert dowel sleeves before gearbox has been fitted.
	<ul style="list-style-type: none"> ◆ Intermediate plate rubs on the flywheel. 	<ul style="list-style-type: none"> – Insert intermediate plate on sealing flange and push onto the dowel sleeves.

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34 – Controls, housing

1 Shift mechanism

- ⇒ [“1.1 Fitting location of shift mechanism”, page 57](#)
- ⇒ [“1.2 Overview - shift mechanism”, page 59](#)
- ⇒ [“1.3 Summary of components - gearshift knob and cover”, page 60](#)
- ⇒ [“1.4 Summary of components - Gearshift mechanism”, page 63](#)
- ⇒ [“1.5 Summary of components - control cables”, page 65](#)
- ⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#)
- ⇒ [“1.7 Removing and installing selector mechanism”, page 69](#)
- ⇒ [“1.8 Disassembling and assembling the shift mechanism housing”, page 80](#)
- ⇒ [“1.9 Repairing shift mechanism”, page 85](#)
- ⇒ [“1.10 Removing and installing shift cable and selector cable”, page 88](#)
- ⇒ [“1.11 Setting the shift mechanism”, page 89](#)
- ⇒ [“1.12 Inspecting the gearshift mechanism”, page 91](#)
- ⇒ [“1.13 Replace the gasket ring of the gearshift shaft”, page 91](#)

1.1 Fitting location of shift mechanism

- Arrow A- Shift movement
- Arrow B- Selector movement



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A - Shift cable

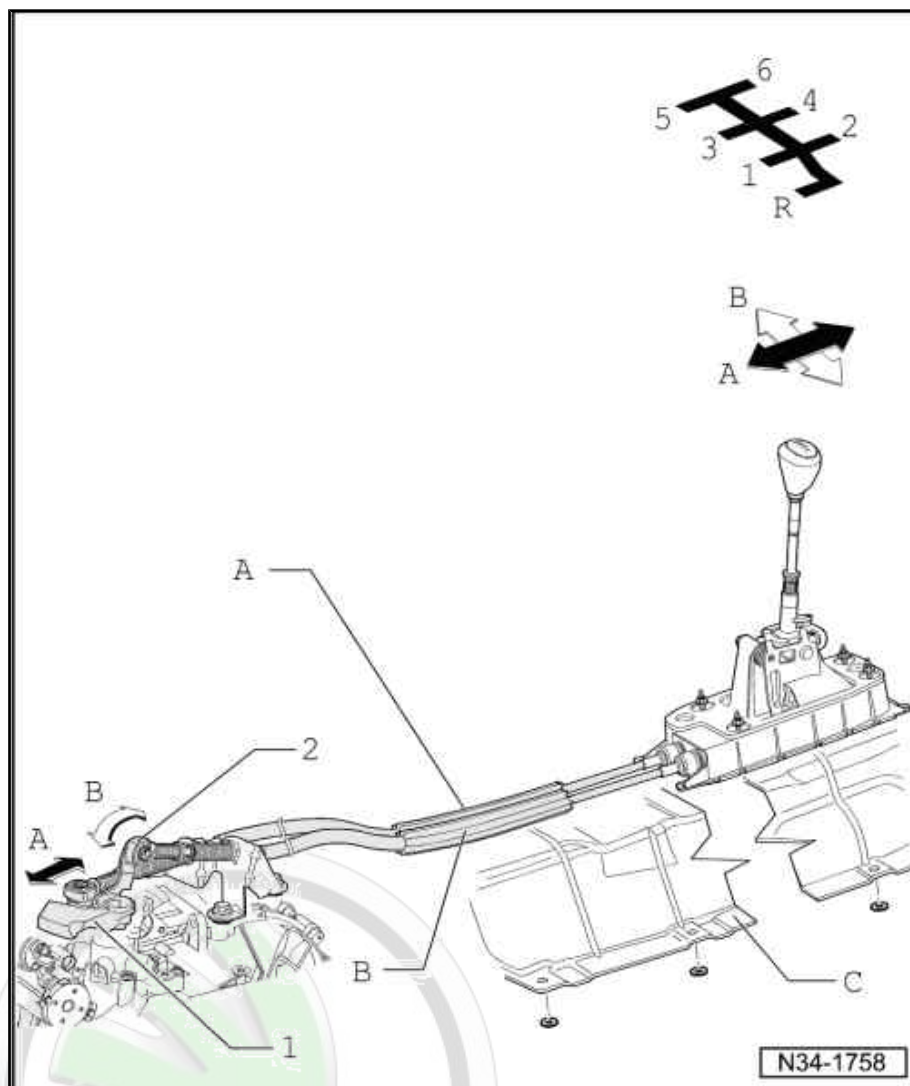
B - Selector cable

C - Heat shield

- ❑ Remove before removing selector mechanism

1 - Gearshift lever

2 - Relay lever



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1.2 Overview - shift mechanism

I - -

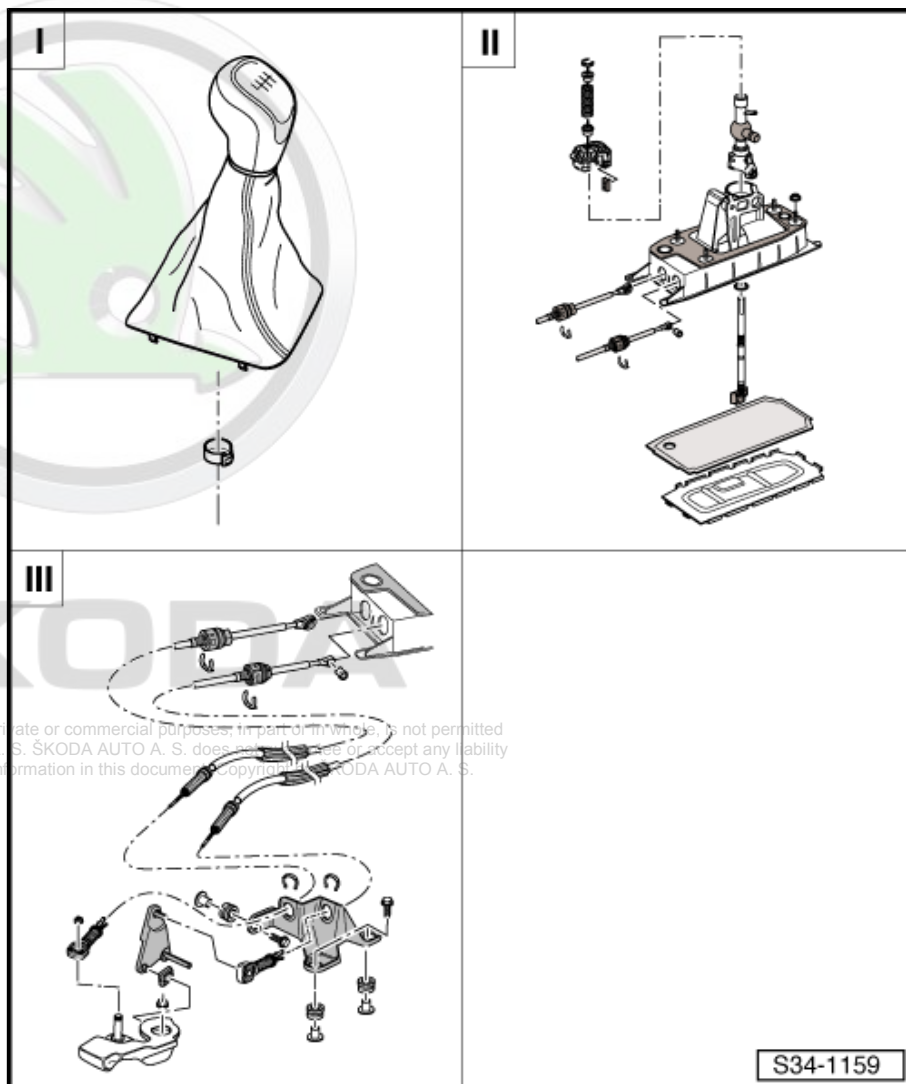
⇒ ["1.3 Summary of components - gearshift knob and cover", page 60](#)

II - -

⇒ ["1.4 Summary of components - Gearshift mechanism", page 63](#)

III - -

⇒ ["1.5 Summary of components - control cables", page 65](#)



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1.3 Summary of components - gearshift knob and cover

⇒ [“1.3.1 Summary of components - gearshift knob and cover, Octavia III”, page 60](#)

⇒ [“1.3.2 Summary of components - gearshift knob and cover, Superb II”, page 61](#)

⇒ [“1.3.3 Summary of components - gearshift knob and cover, Yeti”, page 62](#)

1.3.1 Summary of components - gearshift knob and cover, Octavia III

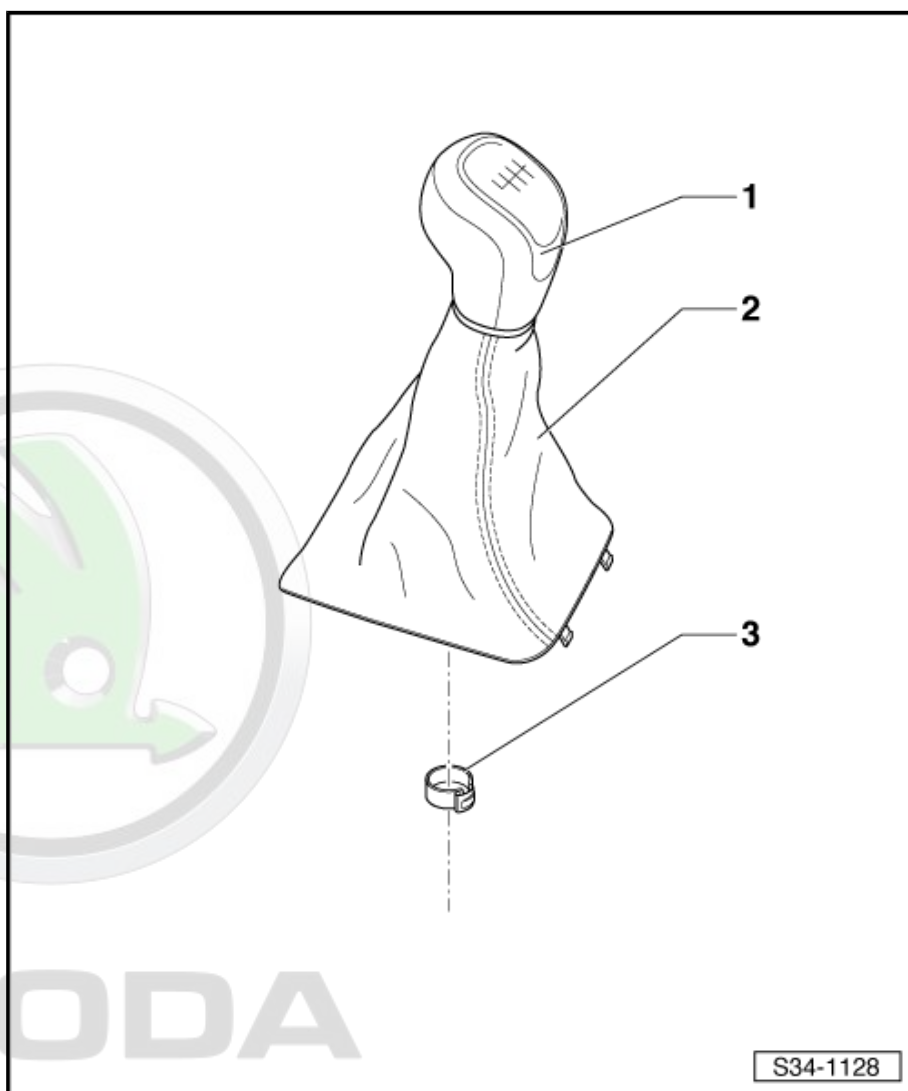
1 - Gearshift knob

- ☐ Removing and installing
⇒ [“1.6.1 Removing and installing gearshift knob with shift lever collar, Octavia II”, page 66](#)
- ☐ with collar
- ☐ The gearshift knob and collar can be separated from each other (when separating, the catch ring is damaged)
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver

2 - Collar

3 - Clamp

- ☐ For securing gearshift knob to gear lever
- ☐ Replace after disassembly



S34-1128

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1.3.2 Summary of components - gearshift knob and cover, Superb II

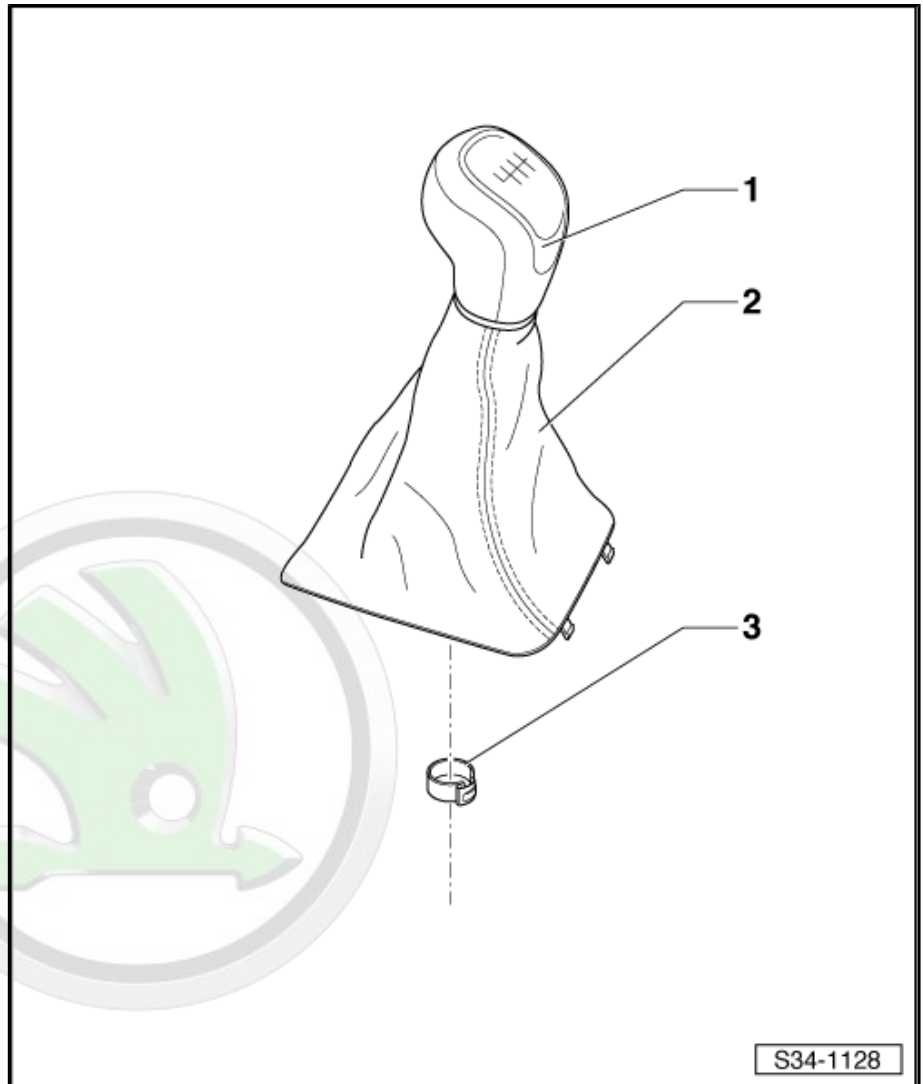
1 - Gearshift knob

- ☐ Removing and installing
⇒ ["1.6.2 Removing and installing gearshift knob and shift lever collar, Superb II", page 67](#)
- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ Always replace together
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver

2 - Collar

3 - Clamp

- ☐ For securing gearshift knob to gear lever
- ☐ Replace after disassembly



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1.3.3 Summary of components - gearshift knob and cover, Yeti

1 - Gearshift knob

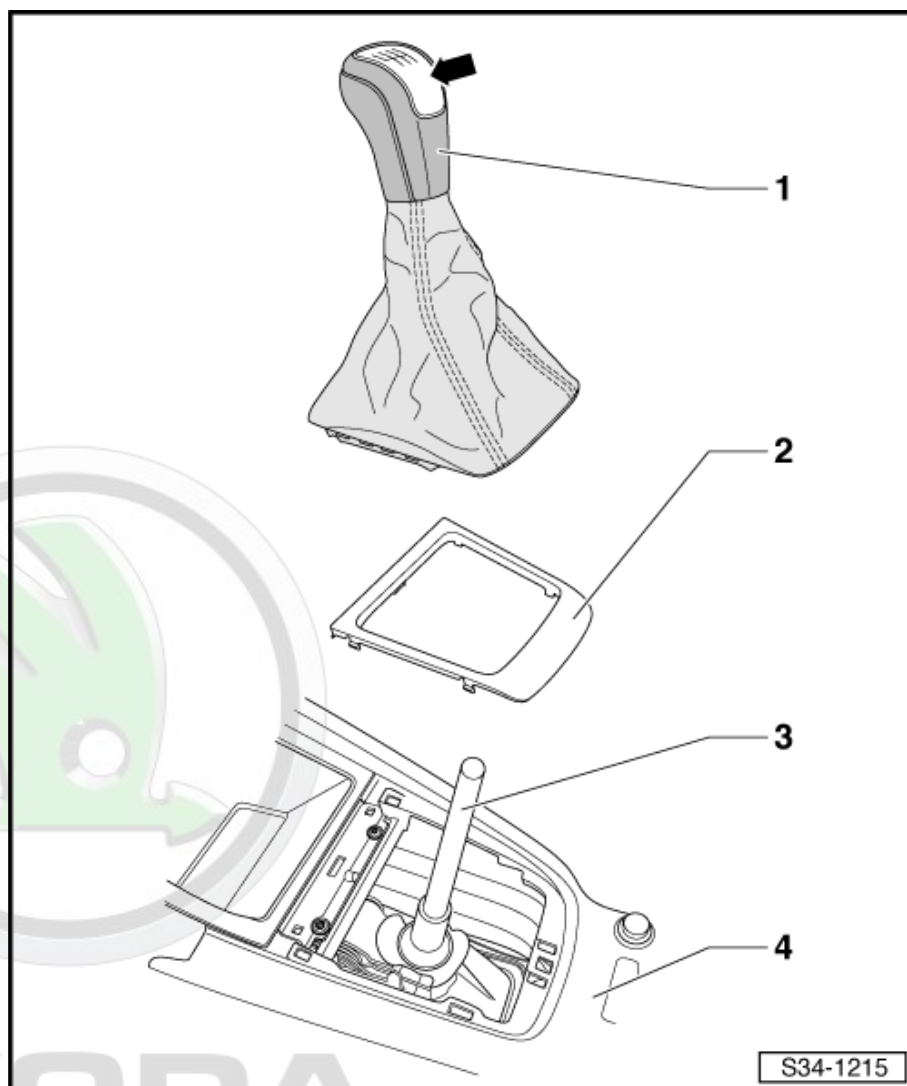
- ☐ Removing and installing
⇒ ["1.6.3 Removing and installing gearshift knob with shift lever collar, Yeti", page 68](#)
- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ Always replace together
- ☐ Plaque -arrow- of gearshift lever can be separated from the gearshift knob e.g. with a screwdriver

2 - Cover

- ☐ for centre console

3 - Shift lever

4 - Centre console



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1.4 Summary of components - Gearshift mechanism

1 - Floor plate

- ☐ for selector housing
- ☐ removing
⇒ ["1.8 Disassembling and assembling the shift mechanism housing", page 80](#)
- ☐ attach to selector housing ⇒ [page 84](#)
- ☐ Replace after disassembly

2 - Gasket

- ☐ Replace after disassembly

3 - Shift lever

- ☐ can be installed or removed with integrated shift lever guide (pos. 15)

4 - Insulating washer

- ☐ push up to the stop-arrow- onto the shift lever
- ☐ Replace if damaged.

5 - Circlip

- ☐ do not damage cable when removing
- ☐ Replace after disassembly

6 - Selector cable

- ☐ Removing and installing
⇒ ["1.10 Removing and installing shift cable and selector cable", page 88](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 57](#)
- ☐ Adjust ⇒ ["1.11 Setting the shift mechanism", page 89](#)

7 - Bush for selector cable

8 - Shift cable

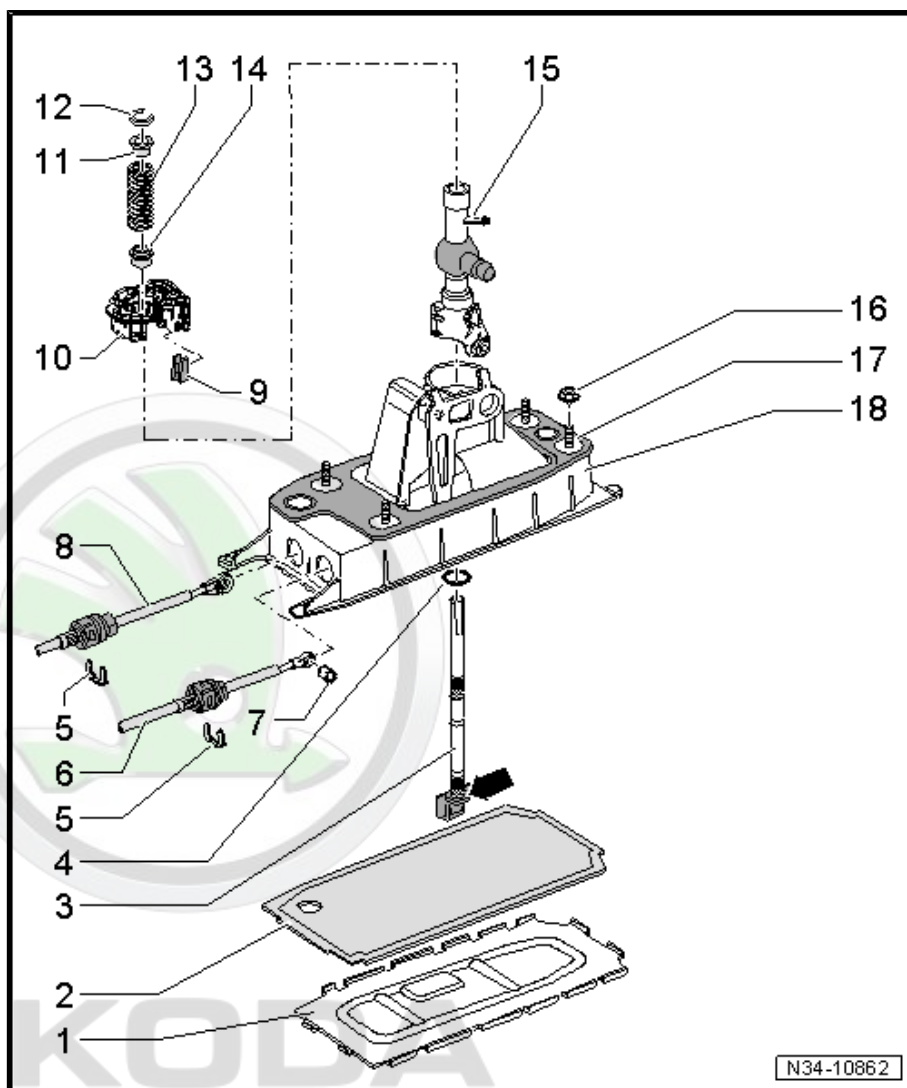
- ☐ Removing and installing ⇒ ["1.10 Removing and installing shift cable and selector cable", page 88](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 57](#)
- ☐ Adjust ⇒ ["1.11 Setting the shift mechanism", page 89](#)

9 - Damping

- ☐ Removing and installing ⇒ [page 81](#)

10 - Bearing shell

- ☐ Removing and installing
⇒ ["1.8 Disassembling and assembling the shift mechanism housing", page 80](#)
- ☐ when removing, the catches are usually damaged
- ☐ Replace after disassembly





11 - Bushing

12 - Circlip

- ☐ Removing and installing ⇒ [page 80](#)

13 - Pressure spring

- ☐ Removing and installing ⇒ [page 80](#)

14 - Bushing

15 - Shift lever guide

- ☐ Removing and installing
⇒ ["1.8 Disassembling and assembling the shift mechanism housing", page 80](#)

16 - Nut

- ☐ 4 pieces
- ☐ M8 = 25 Nm
- ☐ M6 = 8 Nm

17 - Gasket

- ☐ between shift housing and body
- ☐ self-adhesive
- ☐ stick onto shift housing

18 - Shift housing

- ☐ with pressure spring and selector angle
- ☐ Pressure spring and selector angle cannot be removed



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1.5 Summary of components - control cables

1 - Shift cable

- ☐ connect with cable lock (Pos. 11)
- ☐ Fitting position
⇒ ["1.1 Fitting location of shift mechanism", page 57](#)
- ☐ Removing and installing
⇒ ["1.10 Removing and installing shift cable and selector cable", page 88](#)
- ☐ After installing, set shift mechanism
⇒ ["1.11 Setting the shift mechanism", page 89](#)

2 - Selector cable

- ☐ connect with cable lock (Pos. 10)
- ☐ Fitting position
⇒ ["1.1 Fitting location of shift mechanism", page 57](#)
- ☐ Removing and installing
⇒ ["1.10 Removing and installing shift cable and selector cable", page 88](#)
- ☐ After installing, set shift mechanism
⇒ ["1.11 Setting the shift mechanism", page 89](#)

3 - Bush for selector cable

4 - Shift housing

5 - Locking clips

- ☐ do not damage cable when removing
- ☐ Replace after disassembly

6 - Screw

- ☐ Qty. 3
- ☐ for cable support
- ☐ 20 Nm

7 - Cable support

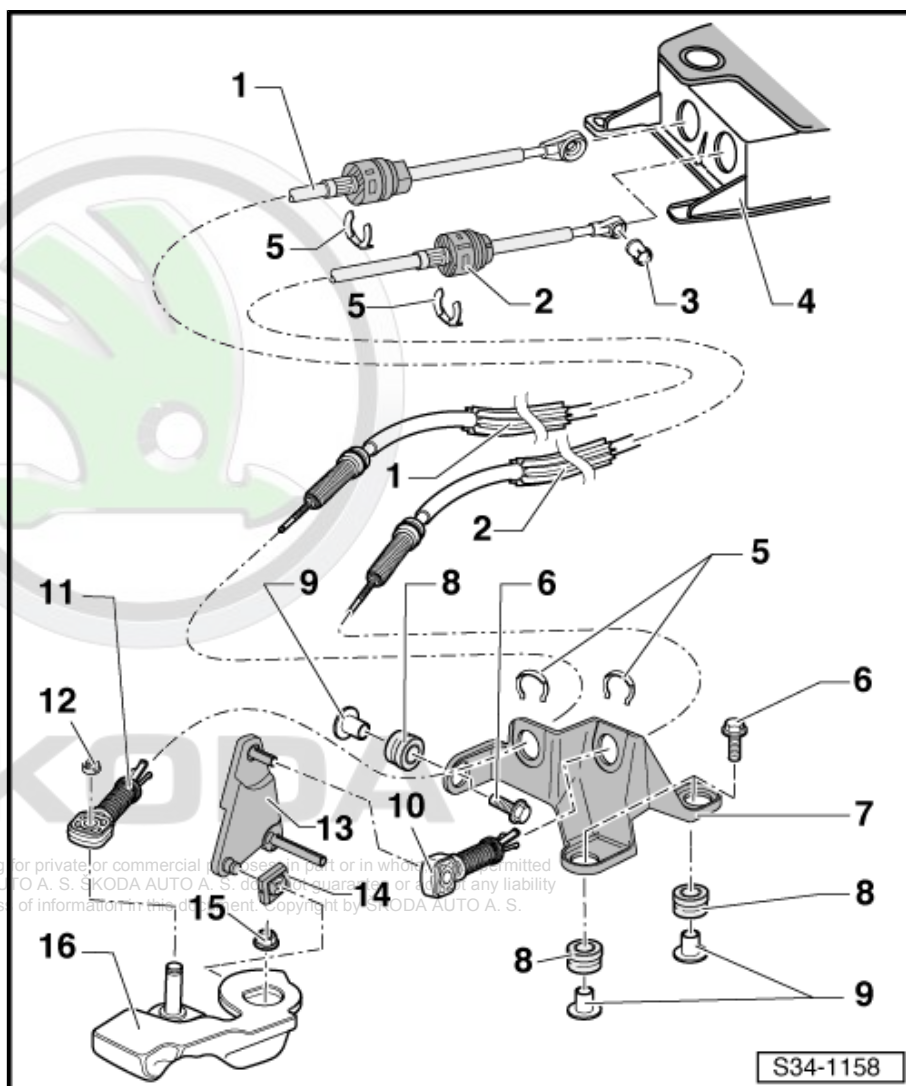
8 - Grommet

- ☐ for mounting of cable support to gearbox

9 - Bushing

10 - Cable lock

- ☐ for selector cable to relay lever
- ☐ Differentiating between cable locks ⇒ [page 85](#)
- ☐ After installing, set shift mechanism ⇒ ["1.11 Setting the shift mechanism", page 89](#)
- ☐ remove and install together with relay lever (Pos. 13) ⇒ ["1.9 Repairing shift mechanism", page 85](#)
- ☐ Detach from relay lever ⇒ [page 87](#)
- ☐ press onto relay lever ⇒ [page 88](#)





11 - Cable lock

- ☐ for shift cable to gearbox shift lever
- ☐ Differentiating between cable locks ⇒ [page 85](#)
- ☐ After installing, set shift mechanism ⇒ [“1.11 Setting the shift mechanism”, page 89](#)

12 - Circlip

- ☐ Replace after disassembly

13 - Relay lever

- ☐ Fitting position ⇒ [page 86](#)
- ☐ Apply grease ⇒ [page 86](#)
- ☐ Grease assignment ⇒ Electronic Catalogue of Original Parts
- ☐ After installing, set shift mechanism ⇒ [“1.11 Setting the shift mechanism”, page 89](#)
- ☐ remove and install together with cable lock (Pos. 10) ⇒ [“1.9 Repairing shift mechanism”, page 85](#)

14 - Sliding shoe

15 - Nut

- ☐ Replace after disassembly
- ☐ 23 Nm

16 - Gearshift lever

- ☐ with balancing weight
- ☐ installing ⇒ [page 85](#)
- ☐ After installing, set shift mechanism ⇒ [“1.11 Setting the shift mechanism”, page 89](#)
- ☐ Fitting position ⇒ [page 86](#)
- ☐ grease ⇒ [page 85](#)
- ☐ Grease assignment ⇒ Electronic Catalogue of Original Parts

1.6 Removing and installing gearshift knob with shift lever collar

⇒ [“1.6.1 Removing and installing gearshift knob with shift lever collar, Octavia II”, page 66](#)

⇒ [“1.6.2 Removing and installing gearshift knob and shift lever collar, Superb II”, page 67](#)

⇒ [“1.6.3 Removing and installing gearshift knob with shift lever collar, Yeti”, page 68](#)

1.6.1 Removing and installing gearshift knob with shift lever collar, Octavia II

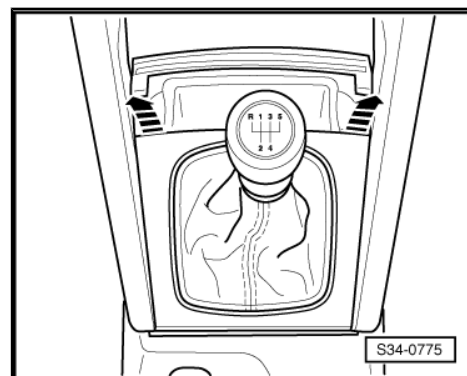
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Special tools and workshop equipment required

- ◆ Hose strap pliers , e.g. -V.A.G 1275A-

Removing

- Lever the collar upwards and out of centre console surround -arrows-.
- Pull collar upwards, inside out over gear knob.

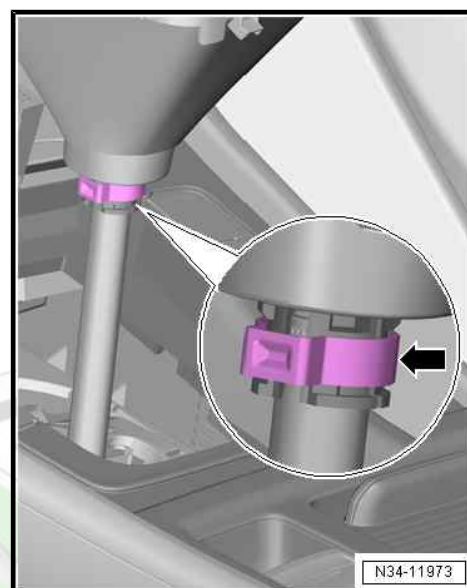


- Open clamp -arrow- and pull off gearshift knob together with the collar.

Installing

Installation is performed in the reverse order, while paying attention to the following:

- Press the gearshift knob together with the collar as far as the stop onto the shift lever.
- When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.
- Attach gearshift knob with new clamp -arrow- onto gearshift lever using hose binding claw , e.g. -V.A.G 1275A- .



1.6.2 Removing and installing gearshift knob and shift lever collar, Superb II

Special tools and workshop equipment required

- ◆ Hose strap pliers , e.g. -V.A.G 1275A-
- ◆ Release tool - T30098-

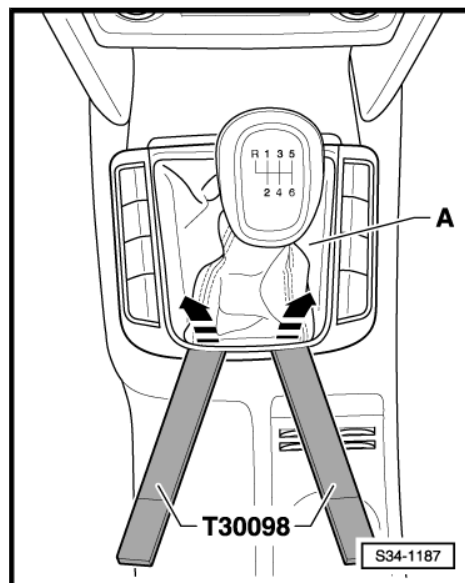
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Removing

- Use the release tool - T30098- to lever out the collar in -direction of arrow- from the cover for the centre console.
- Pull collar upwards, inside out over gear knob.

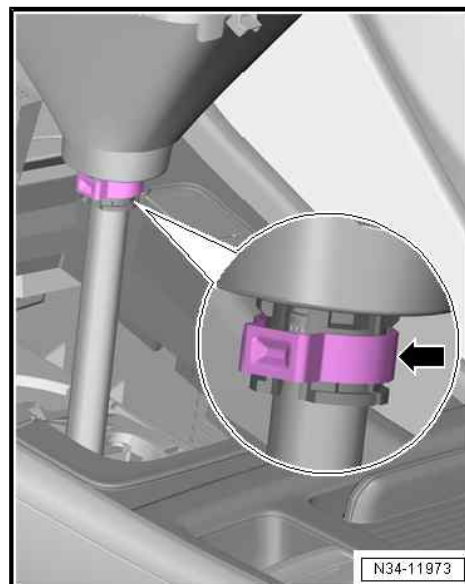


- Open clamp -arrow- and pull off gearshift knob together with the collar.

Installing

Installation is performed in the reverse order, while paying attention to the following:

- Press the gearshift knob together with the collar as far as the stop onto the shift lever.
- When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.
- Attach gearshift knob with new clamp -arrow- onto gearshift lever using hose binding claw , e.g. -V.A.G 1275A- .



1.6.3 Removing and installing gearshift knob with shift lever collar, Yeti

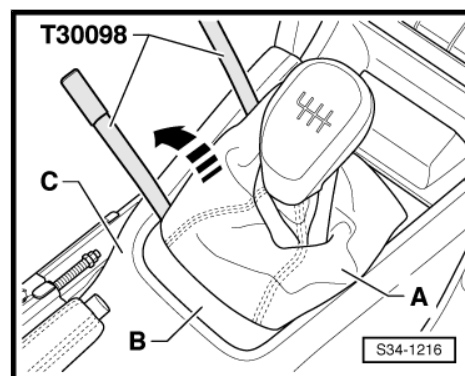
Special tools and workshop equipment required

- ♦ Release tool - T30098-

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Removing

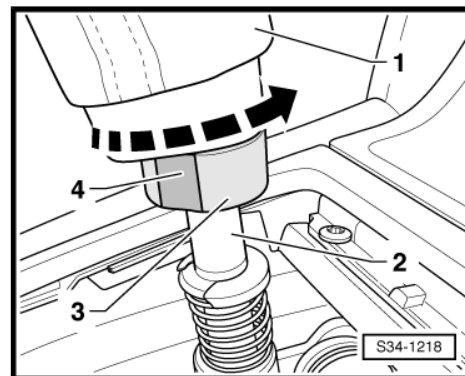
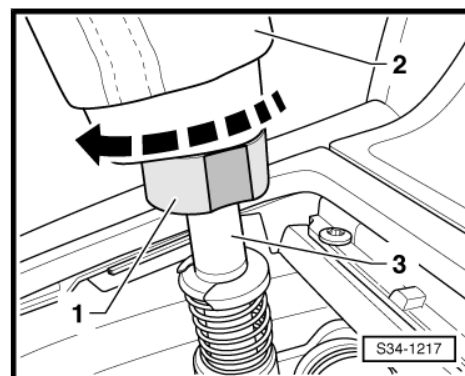
- Lever the collar -A- together with the surround -B- in the -direction of the arrow- off the centre console -C- using the release tool - T30098- .
- Pull collar upwards, inside out over gear knob.



- Turn locking mechanism -1- 45° to the right -direction of arrow-.
- Pull off the gearshift knob together with the collar -2- from the shift lever -3-.

Installing

- Turn collar -1- inside out.
- Push the gearshift knob together with the collar -1- as far as the stop onto the shift lever -2-.
- Turn locking mechanism -1- 45° to the left -direction of arrow-.
- While doing so, the surface -4- must point to the driver or front passenger seat.



1.7 Removing and installing selector mechanism

⇒ **"1.7.1 Removing and installing shift mechanism, Octavia II", page 69**

⇒ **"1.7.2 Removing and installing shift mechanism, Superb II", page 73**

⇒ **"1.7.3 Removing and installing shift mechanism, Yeti", page 76**

1.7.1 Removing and installing shift mechanism, Octavia II

Special tools and workshop equipment required

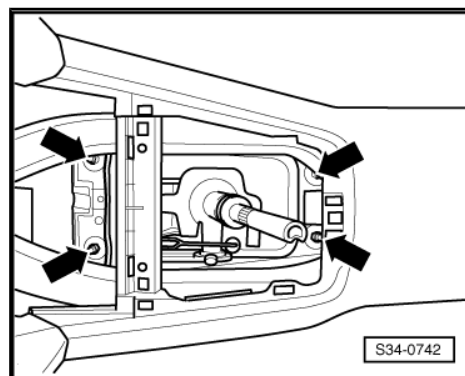
- ◆ Grease - G 000 450 02-

Removing

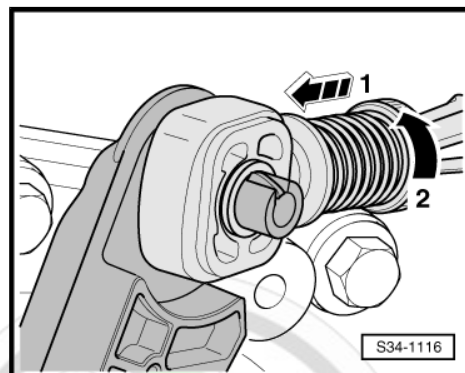
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .



- Remove air filter ⇒ Engine; Rep. gr. 24 , if it is installed above the gearbox.
- Remove gear knob with gaiter
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .
- If present. detach the noise insulation.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .
- Unscrew nuts -arrows- attaching the shift housing.
- In order to avoid damage to the selector cable. the cable lock must be separated from the selector cable before removal.



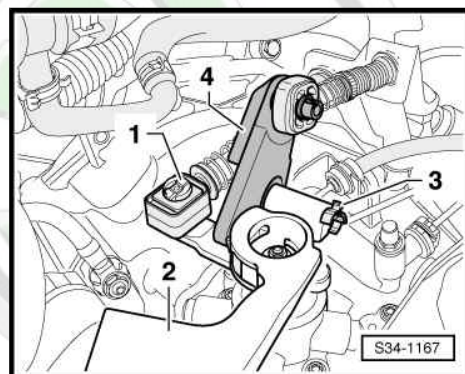
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



- Remove lock washer -1- for the shift cable from the shifter shaft lever -2-.
- Pull off shift cable from the stud of the gearbox shift lever.

The relay lever -4- is secured with a clip -3- in the cover

- Unclip -3- out of the hole of the relay lever and pull out relay lever -4- together with the cable lock out of the cover.



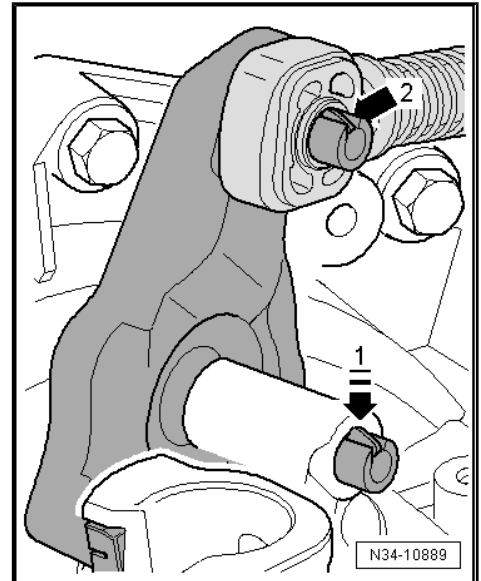
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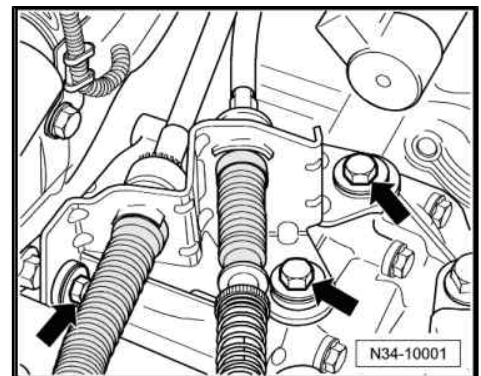
The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Carefully move relay lever back and forward in its bearing, while carefully pulling out the relay lever with cable lock -arrow 2-.

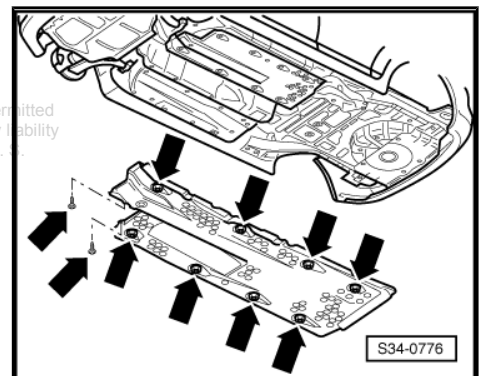
Continued for all gearshift mechanisms



- Disconnect the Bowden cable support from gearbox -arrows-.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .



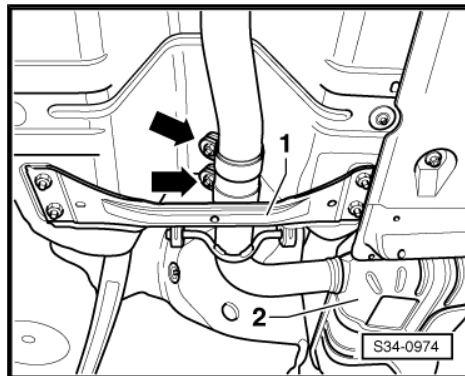
- Remove underbody cover on right and left -arrows-.



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- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows-.
- Support the front exhaust pipe.
- The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.
- Unhook the rear silencer -2- from the retaining straps and remove.
- If necessary, remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

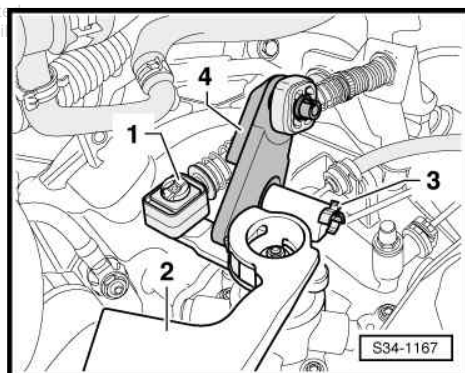
The holes in the cable locks have different diameters

⇒ [page 85](#)

- Apply a small quantity of grease - G 000 450 02- onto the stud of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

The relay lever -4- is secured with a clip -3- in the cover

- Apply a small quantity of grease - G 000 450 02- onto the stud of the relay lever.
- Insert the relay lever -4- together with the cable lock in the cover and secure with the clip -3-.

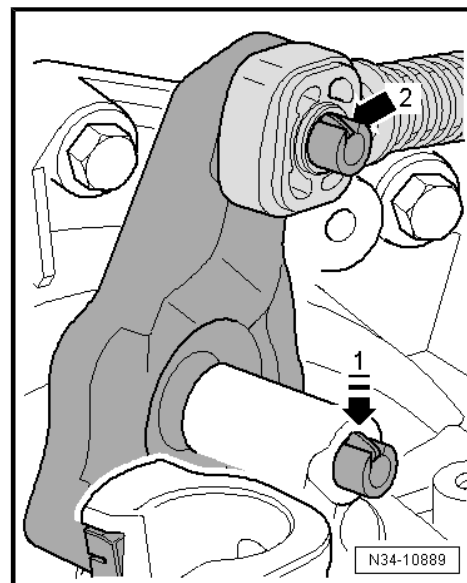


The relay lever is secured with a catch -arrow 1- in the cover

- To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- Insert relay lever together with cable lock -arrow 2-.
- The catch -arrow 1- secures the relay lever.

Continued for all gearshift mechanisms

- Insert the selector cable into the cable lock.
- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .
- Install gearshift knob with collar
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .
- Assemble exhaust system free of stress and attach tunnel bridge ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .
- Setting the shift mechanism
⇒ [“1.11 Setting the shift mechanism”, page 89](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Selector housing to body
⇒ [“1.4 Summary of components - Gearshift mechanism”, page 63](#)
- ◆ Cable support to gearbox
⇒ [“1.5 Summary of components - control cables”, page 65](#)
- ◆ Remove the underbody cover ⇒ Body Work; Rep. gr. 50 .

1.7.2 Removing and installing shift mechanism, Superb II

Special tools and workshop equipment required

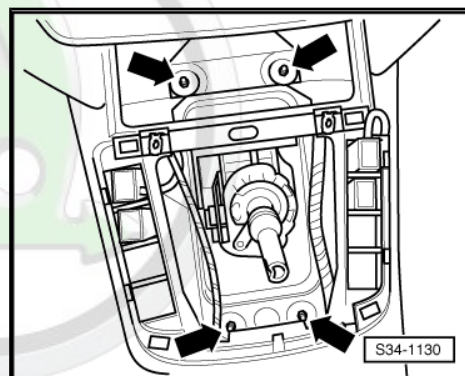
- ◆ Release tool - T30098-Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted. SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by SKODA AUTO A. S.
- ◆ Grease - G 000 450 02-

Removing

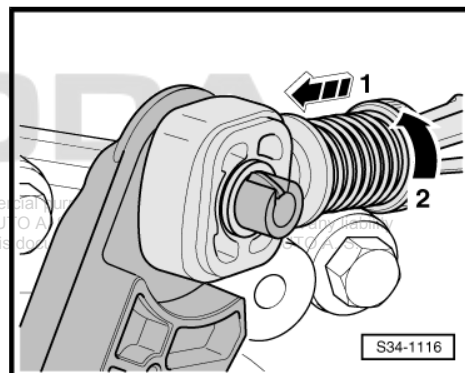
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove gear knob with gaiter
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .
- If present. detach the noise insulation.



- Removing ashtray ⇒ Body Work; Rep. gr. 68 .
- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.



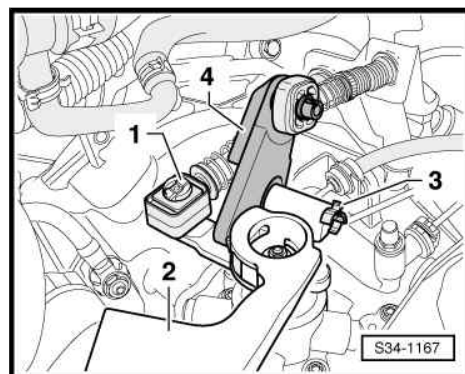
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



- Remove lock washer -1- for the shift cable from the shifter shaft lever -2-.
- Pull off shift cable from the stud of the gearbox shift lever.

The relay lever -4- is secured with a clip -3- in the cover

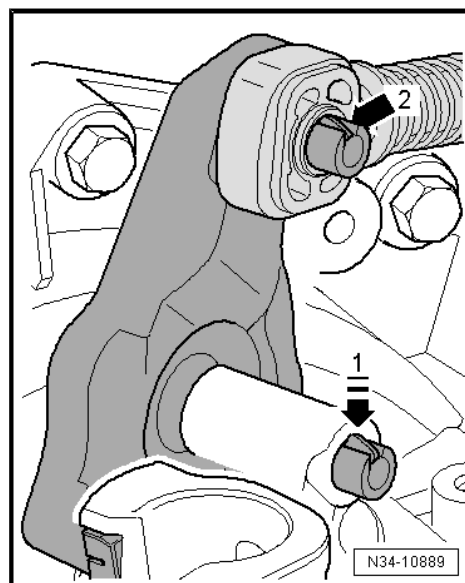
- Unclip -3- out of the hole of the relay lever and pull out relay lever -4- together with the cable lock out of the cover.



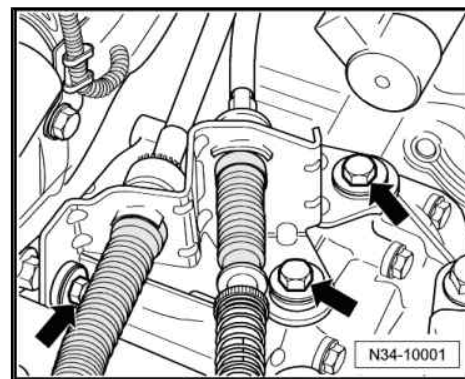
The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Carefully move relay lever back and forward in its bearing, while carefully pulling out the relay lever with cable lock -arrow 2-.

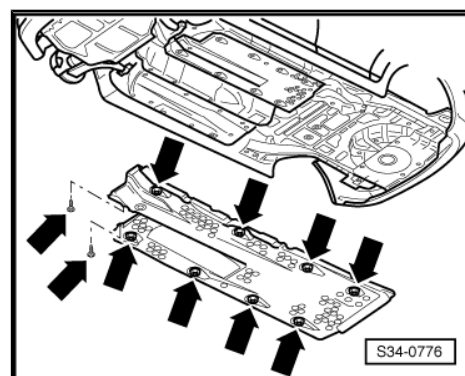
Continued for all gearshift mechanisms



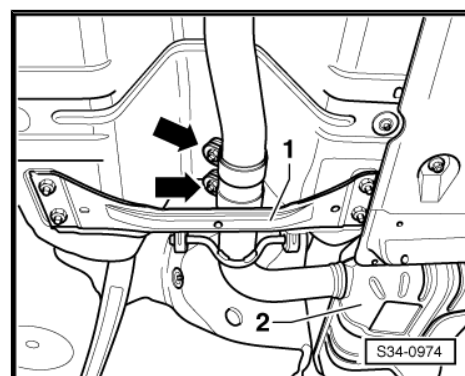
- Disconnect the Bowden cable support from gearbox -arrows-.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.



- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows-.
- Support the front exhaust pipe.
 - The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.
- Unhook the rear silencer -2- from the retaining straps and remove.
- If necessary, remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

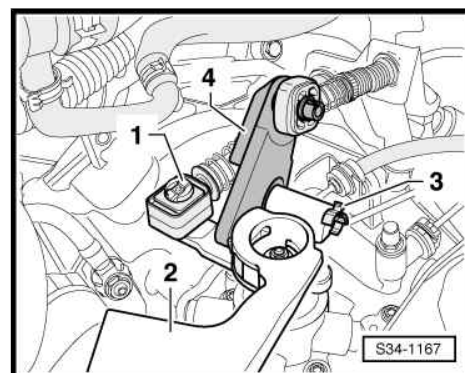
The holes in the cable locks have different diameters

⇒ [page 85](#)

- Apply a small quantity of grease - G 000 450 02- onto the stud of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

The relay lever -4- is secured with a clip -3- in the cover

- Apply a small quantity of grease - G 000 450 02- onto the stud of the relay lever.
- Insert the relay lever -4- together with the cable lock in the cover and secure with the clip -3-.





The relay lever is secured with a catch -arrow 1- in the cover

- To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- Insert relay lever together with cable lock -arrow 2-.
- The catch -arrow 1- secures the relay lever.

Continued for all gearshift mechanisms

- Insert the selector cable into the cable lock.
- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .
- Install gearshift knob with collar
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .
- Assemble exhaust system free of stress and attach tunnel bridge ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Setting the shift mechanism

⇒ [“1.11 Setting the shift mechanism”, page 89](#) .

- Install air filter ⇒ Engine; Rep. gr. 24 .
- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ♦ Selector housing to body
⇒ [“1.4 Summary of components - Gearshift mechanism”, page 63](#)
- ♦ Cable support to gearbox
⇒ [“1.9 Repairing shift mechanism”, page 85](#)
- ♦ Remove the underbody cover ⇒ Body Work; Rep. gr. 50 .

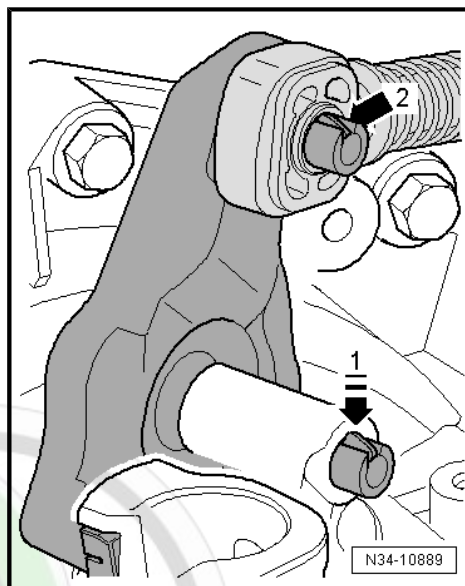
1.7.3 Removing and installing shift mechanism, Yeti

Special tools and workshop equipment required

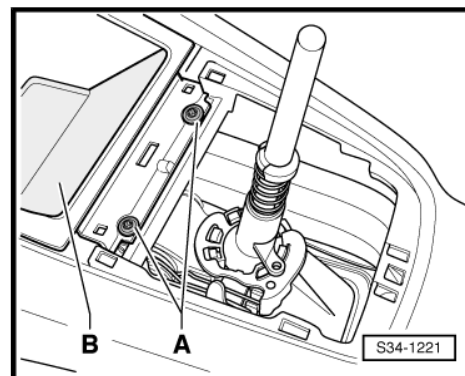
- ♦ Release tool - T30098-
- ♦ Grease - G 000 450 02-

Removing

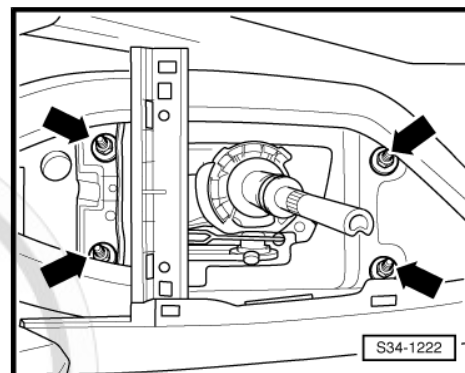
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove gear knob with gaiter
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .



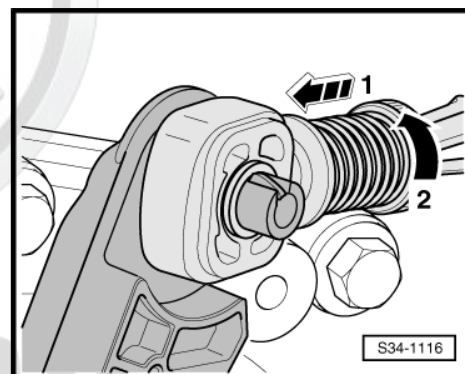
- Release screws -A- and remove ashtray or storage compartment -B- ⇒ Body Work; Rep. gr. 68 .



- Unscrew nuts -arrows- attaching the shift housing.
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.



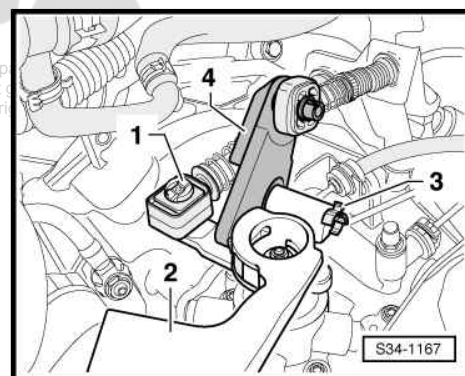
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



- Remove lock washer -1- for the shift cable from the shifter shaft lever -2-.
- Pull off shift cable from the stud of the gearbox shift lever.

The relay lever -4- is secured with a clip -3- in the cover

- Unclip -3- out of the hole of the relay lever and pull out relay lever -4- together with the cable lock out of the cover.

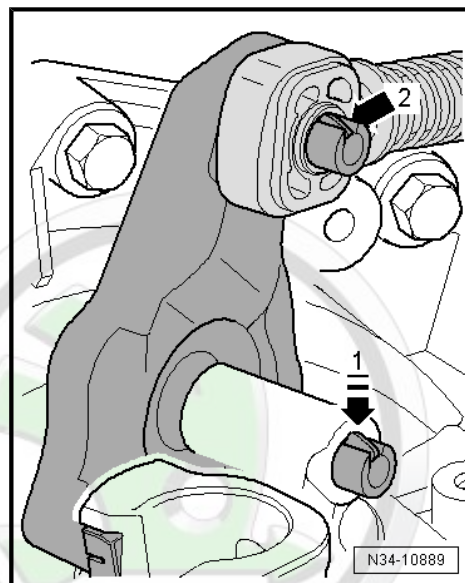




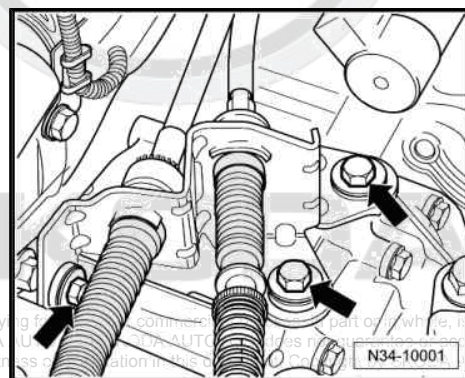
The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Carefully move relay lever back and forward in its bearing, while carefully pulling out the relay lever with cable lock -arrow 2-.

Continued for all gearshift mechanisms

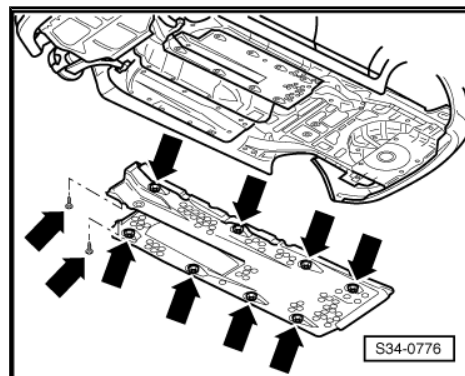


- Disconnect the Bowden cable support from gearbox -arrows-.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .

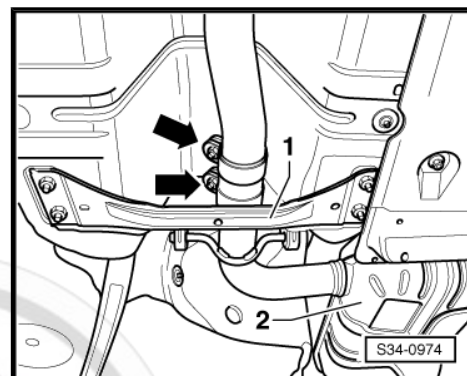


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- Remove underbody cover on right and left -arrows-.



- Detach the tunnel bridge -1- below the exhaust system ⇒ Engine; Rep. gr. 26 .
- Separate exhaust system at the clamping sleeve -arrows-.
- Support the front exhaust pipe.
- The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.
- Unhook the rear silencer -2- from the retaining straps and remove.
- If necessary, remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .
- Remove the heat shield below the shift housing.
- Swivel shift housing down and remove with control cables.



Installing

Installation is carried out in the reverse order. When installing, observe the following:

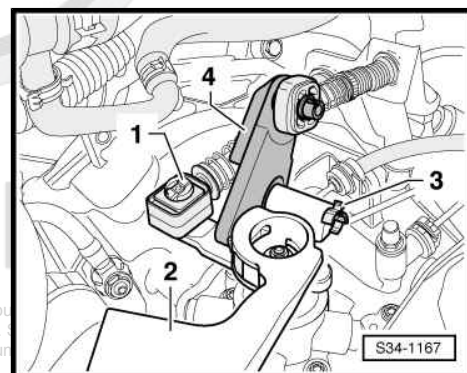
The holes in the cable locks have different diameters

⇒ [page 85](#)

- Apply a small quantity of grease - G 000 450 02- onto the stud of the gearbox shift lever -2-.
- Replace circlip -1- after each removal.
- Secure the shift cable with the lock washer -1-.

The relay lever -4- is secured with a clip -3- in the cover

- Apply a small quantity of grease - G 000 450 02- onto the stud of the relay lever.
- Insert the relay lever -4- together with the cable lock in the cover and secure with the clip -3-.

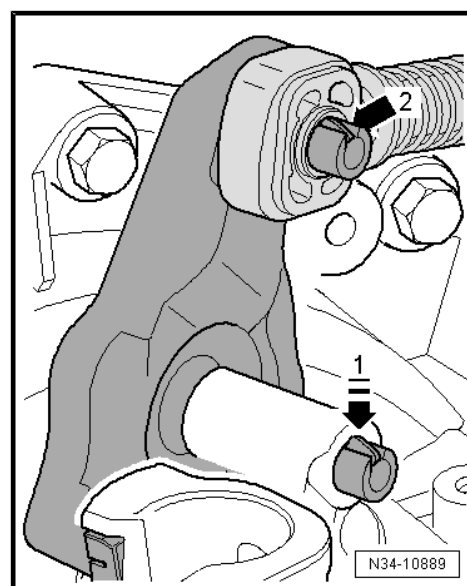


The relay lever is secured with a catch -arrow 1- in the cover

- To install, grease bearing points and friction surfaces with grease - G 000 450 02- .
- Insert relay lever together with cable lock -arrow 2-.
- The catch -arrow 1- secures the relay lever.

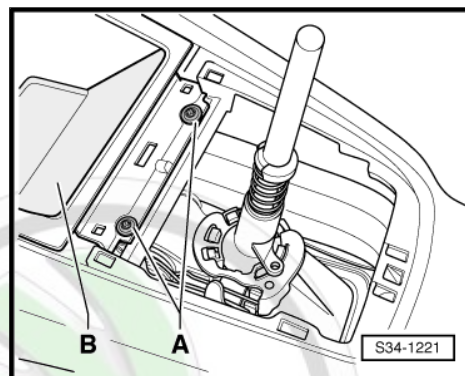
Continued for all gearshift mechanisms

- Insert the selector cable into the cable lock.
- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.





- Install ashtray or storage compartment -B- and tighten the screws -A- ⇒ Body Work; Rep. gr. 68 .
- Setting the shift mechanism
⇒ ["1.11 Setting the shift mechanism", page 89](#) .
- Install gearshift knob with collar
⇒ ["1.6 Removing and installing gearshift knob with shift lever collar", page 66](#) .
- Assemble exhaust system free of stress and attach tunnel bridge ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Selector housing to body
⇒ ["1.4 Summary of components - Gearshift mechanism", page 63](#)
- ◆ Cable support to gearbox
⇒ ["1.9 Repairing shift mechanism", page 85](#)
- ◆ Remove the underbody cover ⇒ Body Work; Rep. gr. 50 .

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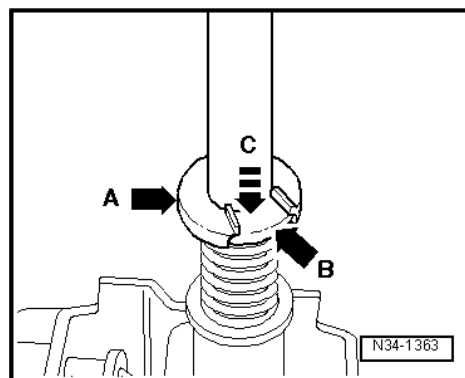
1.8 Disassembling and assembling the shift mechanism housing

Special tools and workshop equipment required

- ◆ Pressure spindle - T10298-
- ◆ Separating tool e. g. -VAS 251 409- or -Kukko 17-1-
- ◆ Extractor e. g. -VAS 251 417- or -Kukko 18-1-
- ◆ Base - T10083-
- ◆ Grease - G 000 450 02-

Removing and installing circlip -arrow A-

- Press bushing -arrow B- with a screwdriver up to the stop in the -direction of the arrow C- and pull off lock washer -arrow A-.
- Do not twist bushing when pressing down.
- Mounting slot in shift lever for lock washer must be visible.
- Release spring carefully.



Removing and installing the damping

- Press the pressure spring arm -A- as far as possible to the left until it is located outside the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damping, the pressure spring arms -A- and -B- must rest on the damping -arrow-.

Dismantling

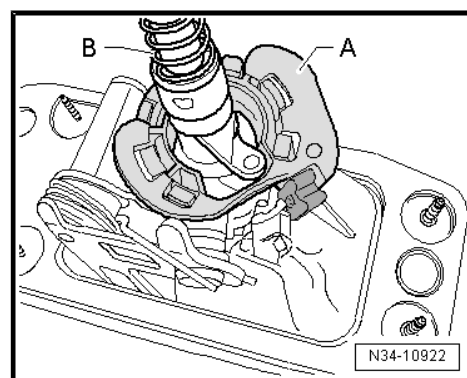
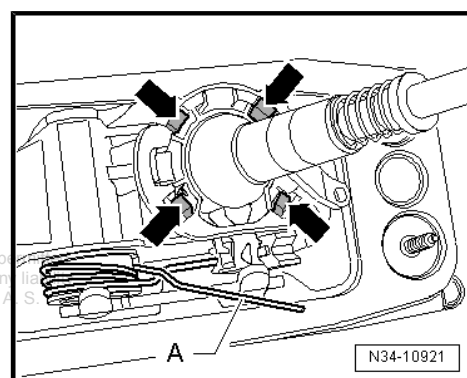
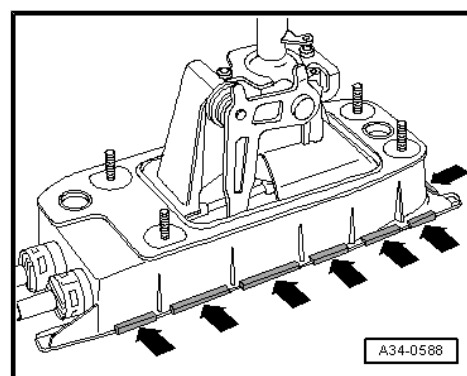
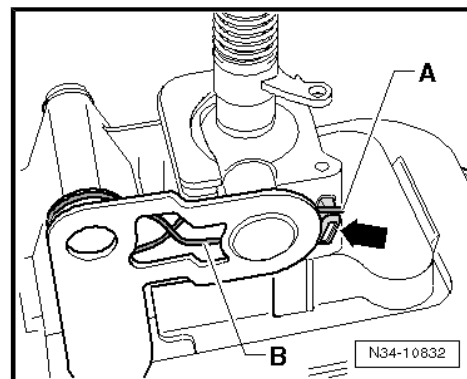
- Removing shift mechanism
⇒ [“1.7 Removing and installing selector mechanism”, page 69](#).
- Bend up tabs -arrows- of base plate for the shift mechanism using a screwdriver and remove base plate.



Note

The tabs on the opposite side of the base plate are not shown.

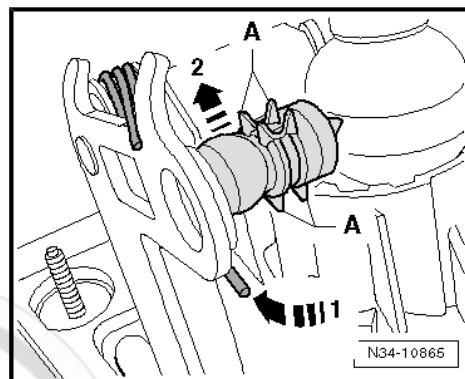
- Remove gasket from shift housing.
- Remove the shift cable and selector cable from the shift housing
⇒ [“1.10 Removing and installing shift cable and selector cable”, page 88](#).
- Lift the upper leg -A- of the pressure spring over the tabs of the selector angle.
- Use a screwdriver to press the catches -arrows- of the bearing shell in direction of the bearing ball for the shift lever guide; if necessary break off the catches -arrows-.
- Lever bearing shell -A- with shift lever guide and shift lever -B- out of the shift housing.
- Then press the bearing shell off the bearing ball for the shift lever guide and remove.



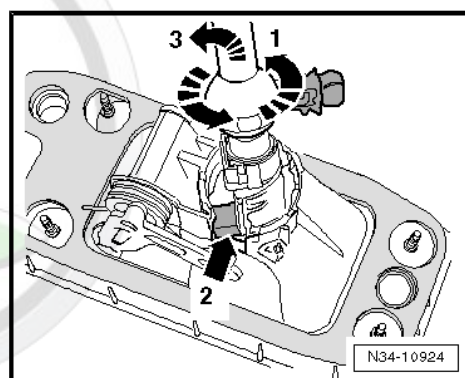
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- During further work procedure observe the guides -A-.
- The guides -A- must not break off.
- Lever the lower leg of the pressure spring up to the stop onto the shoulder at the selector angle plate -direction of arrow 1-.
- Now pull up the shift lever guide as far as the stop and pull the ball stud out of the selector angle plate -direction of arrow 2-.



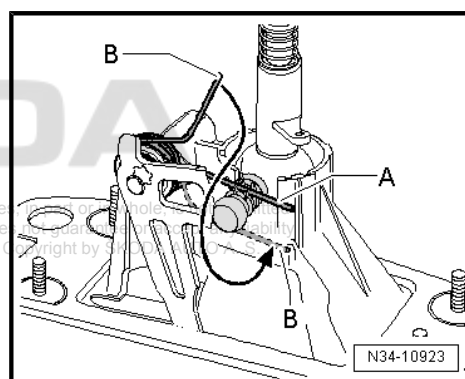
- Then turn the shift lever guide in -direction of arrow 1-.
- The stud -arrow 2- must be located in the recess of the shift housing.
- Afterwards, swivel out the shift lever guide with shift lever in -direction of arrow 3-.



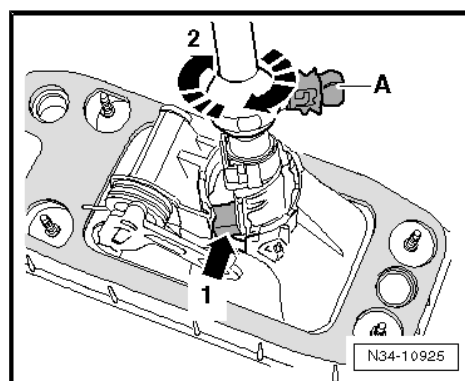
Installing

The lower leg of the pressure spring (➔ [page 82](#)) can jump off uncontrolled from the shoulder of the selector angle plate during further handling.

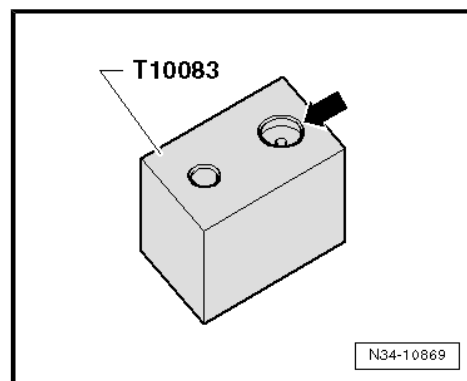
- Thus carefully press down the lower leg from the shoulder of the selector angle plate.
- The legs of the pressure spring tighten “crosswise” with a loud noise.
- To slacken, turn around the legs of the pressure spring -A- and -B- towards the right.
- The legs -A- and -B- must point in the opposite direction (shown here for inserted shift lever guide).



- Insert shift lever guide with shift lever into the shift housing.
- The stud -arrow 1- is still located in the recess of the shift housing.
- Turn shift lever guide in -direction of arrow 2-, until the ball stud -A- is above the recess of the shift housing.



- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .

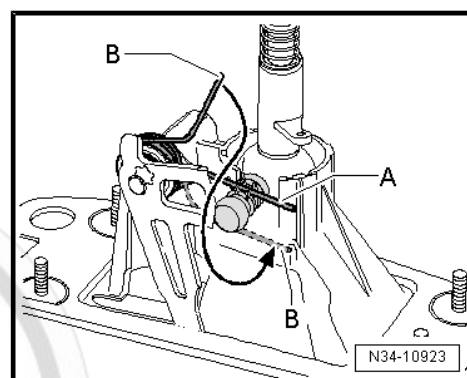


- The shift lever guide must protrude out of the shift housing as far as the stop.
- Insert the leg of the pressure spring -A- from the top into the guide.
- Pull leg of pressure spring -B- downwards and insert the leg -B- next to the guide (in direction of the spherical head).

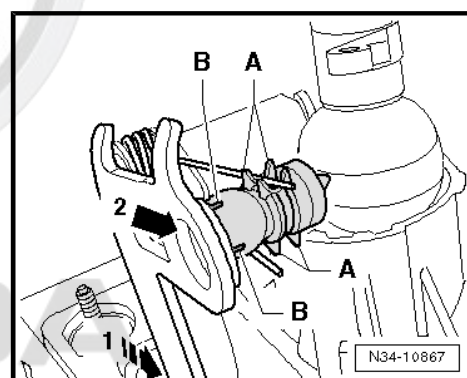


Note

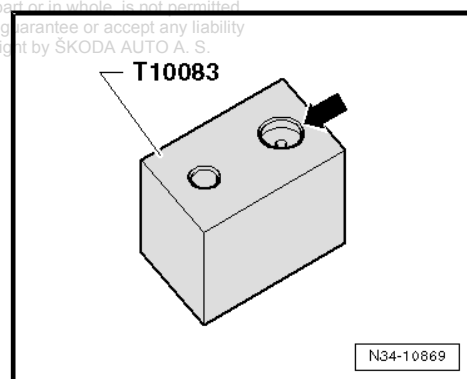
To provide a clearer illustration, the selector angle plate is only partially illustrated.



- Carefully remove shift housing with shift lever guide from the insert base - T10083- .
- Move selector angle plate up to stop to the rear (opposite the location holes for shift and selector cable) -direction of arrow 1-.
- Grease the ball stud with grease - G 000 450 02- .
- Press the ball stud into the selector angle plate -arrow 2-.
- The guides -A- and the tabs -B- must not be damaged.



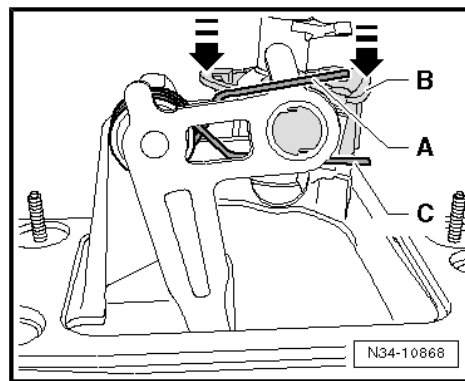
- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .



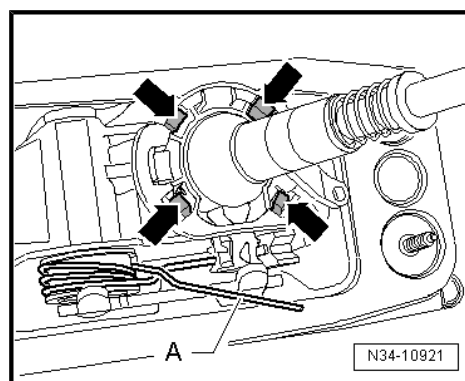
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- The shift lever guide must protrude out of the shift housing as far as the stop.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate.
- Use a new bearing shell -B-.
- Grease the bearing shell and the bearing ball of the shift lever guide with grease - G 000 450 02- .
- Press the bearing shell up to stop onto the bearing ball of the shift lever guide.
- Remove shift housing from the insert base - T10083- .
- Press the bearing shell into the shift housing -arrows-.



- All catch pegs must click audibly.
- Insert the lower leg -C- of the pressure spring into the guide.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate into the guide.
- Install shift lever.
- Install shift cable and selector cable
⇒ [“1.10 Removing and installing shift cable and selector cable”, page 88](#) .



Secure base plate to shift housing

- The floor plate and seal must be replaced after disassembly.
- Fit the new seal onto the base plate.



Caution

Risk of damage to shift housing and base plate.

- ◆ *Only put the shift housing under slight tension.*

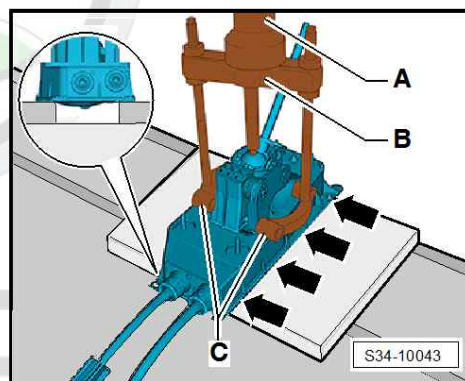
- Put shift housing onto the floor plate under slight tension with equipment and workshop press, as shown in the figure.

A - Pressure spindle - T10298-

B - Extractor e. g. -VAS 251 417- or -Kukko 18-1-

C - Separating tool e. g. -VAS 251 409- or -Kukko 17-1-

- The shift housing must be secured from two supporting plates (as shown in figure S34-10043) to prevent damage to the base plate.
- bend the tabs -arrows- all the way around the shift housing (only the tabs on a part of the base plate are shown here).



Bend the tabs e.g. with a screwdriver.

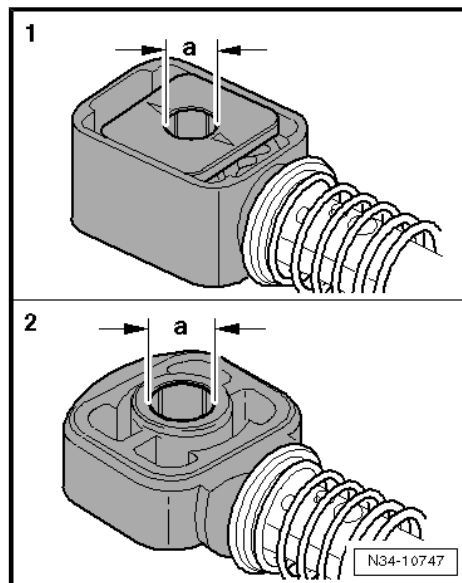
- Attach a new seal to the shift housing.
- Installing shift mechanism
⇒ [“1.7 Removing and installing selector mechanism”, page 69](#) .
- Setting the shift mechanism
⇒ [“1.11 Setting the shift mechanism”, page 89](#) .

1.9 Repairing shift mechanism

Differentiating between cable end-pieces

The holes in the cable end-pieces have different diameters.

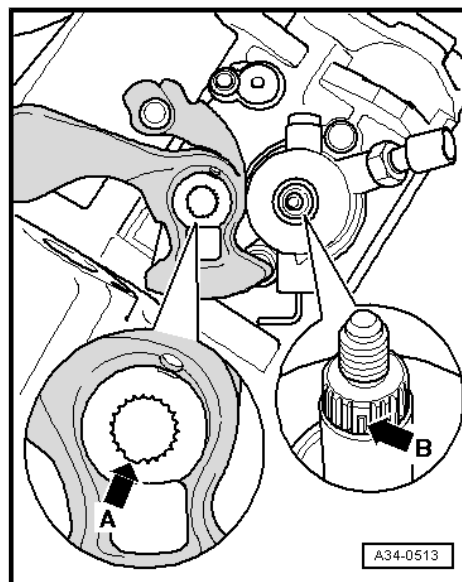
Cable lock for	Dimension "a"
1 - Shift cable at gearbox shift lever	8.5 mm
2 - Selector cable at relay lever	10 mm



Install gearbox selector lever

- When positioning the gearshift lever, make sure that the tooth opening -arrow A- is located above the interrupted spacing of the teeth for the gearshift shaft -arrow B-.

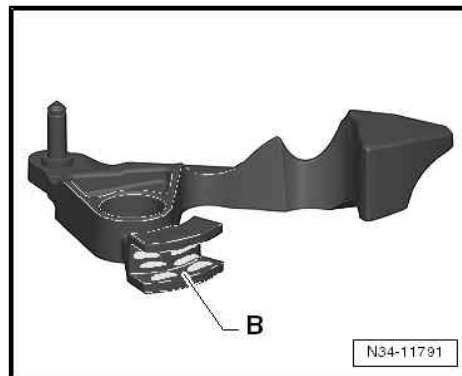
The picture of the gearbox selector lever may differ from the original part.



Apply grease to gearbox selector lever

- Apply grease to guide rail -B- of gearbox selector lever in which the relay lever engages, being especially careful when doing so.
- Assign grease via the ➔ Electronic Catalogue of Original Parts .

The picture of the gearbox selector lever may differ from the original part.

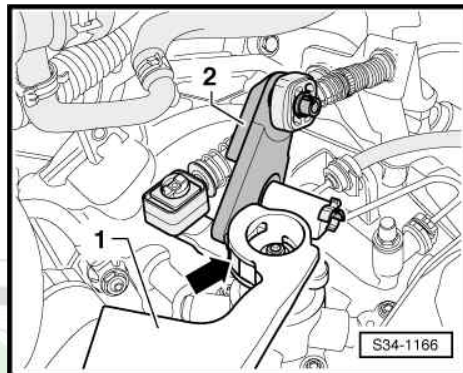


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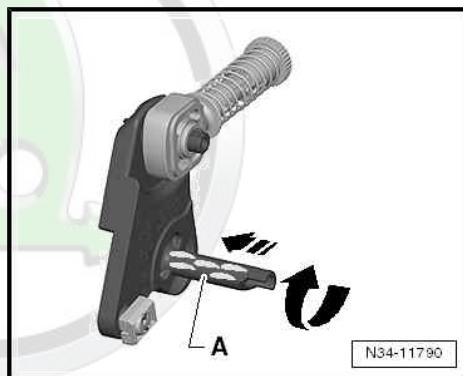
Fitting location of gearbox shift lever/relay lever

- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



Greasing the relay lever.

- Grease shaft -A- of the relay lever all over with great care -arrow-.
- Assign grease via the ⇒ Electronic Catalogue of Original Parts .

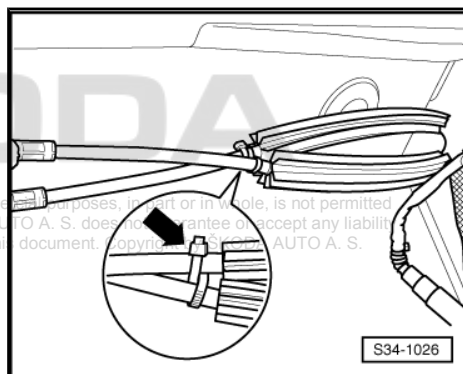


Fitting position of cable strap for cable attachment

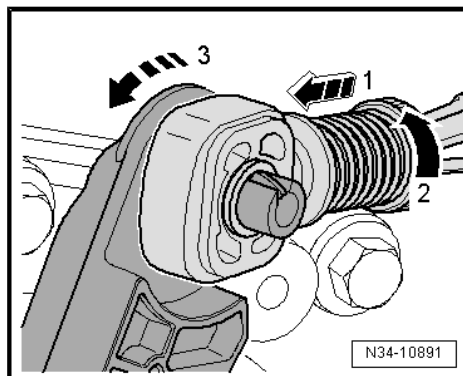
- Cross cable strap -arrow-, in order to coil up the cables and fix as shown.

Removing and installing relay lever

- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Gearbox shift lever is located in the neutral position.

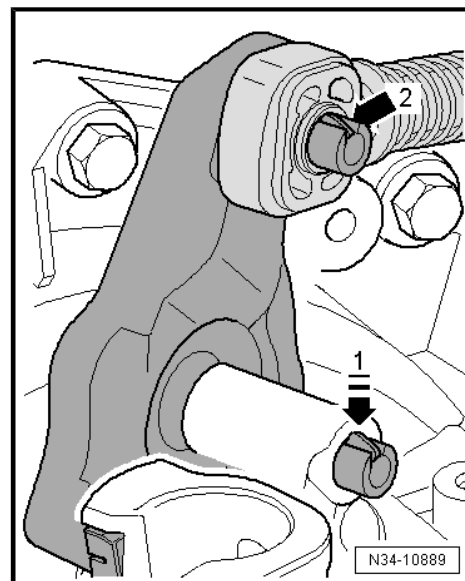


- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Press the relay lever towards the front in the -direction of arrow 3-.



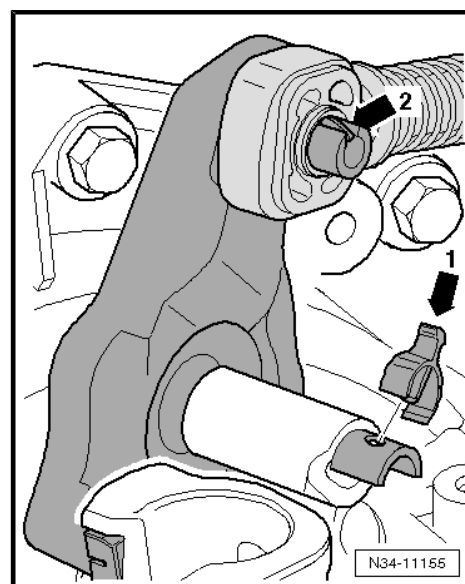
The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Carefully move relay lever back and forward in its bearing, while carefully pulling out the relay lever with cable lock.
- Only remove the cable lock -arrow 2- on removed relay lever ⇒ [page 87](#) .
- Press cable lock onto relay lever ⇒ [page 88](#) .
- Insert relay lever together with cable lock.
- The catch -arrow 1- secures the relay lever.
- The cable lock must be located behind the catch -arrow 2-.



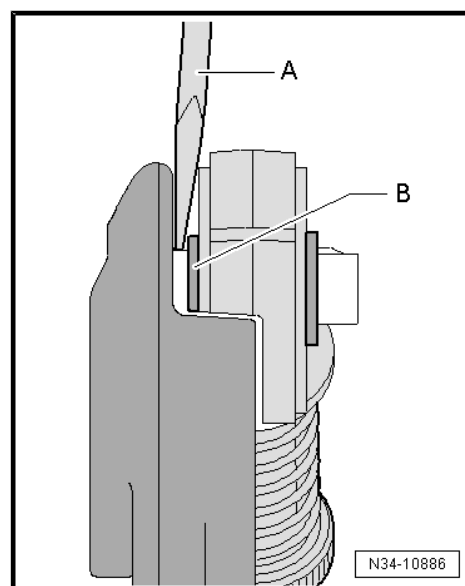
The relay lever is secured with a clip -arrow 1- in the cover

- Remove the clip -arrow 1- and the relay lever together with the cable lock -arrow 2-.



Lever off cable lock for selector cable from relay lever

- Relay lever removed.
- Insert a flat-blade screwdriver -A- between bush -B- and relay lever.



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Press on cable lock

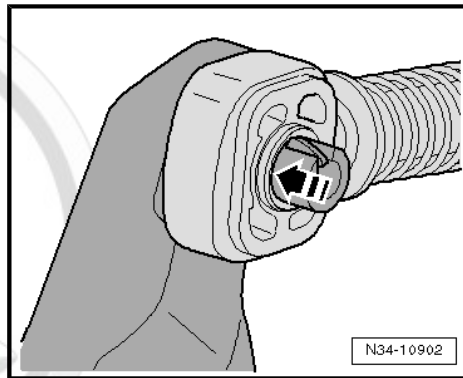
- Relay lever removed.
- Cable end-piece may be pressed only onto bush -arrow-.
- Cable lock must move freely on relay lever.
- It must be located behind the catch ⇒ [page 87](#) .

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.



- ♦ Nut for gearshift lever to gearshift unit shaft
⇒ [“6.5 Summary of components - Gearshift unit”, page 132](#)

1.10 Removing and installing shift cable and selector cable

Removing

- Removing shift mechanism
⇒ [“1.7 Removing and installing selector mechanism”, page 69](#) .
- Bend up tabs -arrows- of base plate for the shift mechanism using a screwdriver and remove base plate.

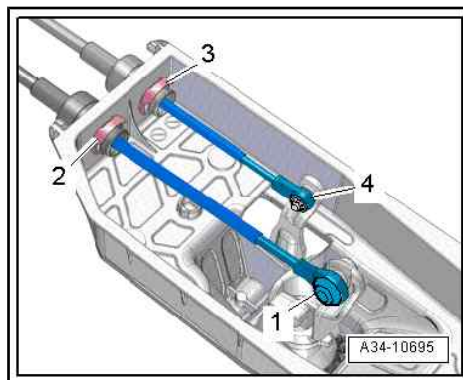
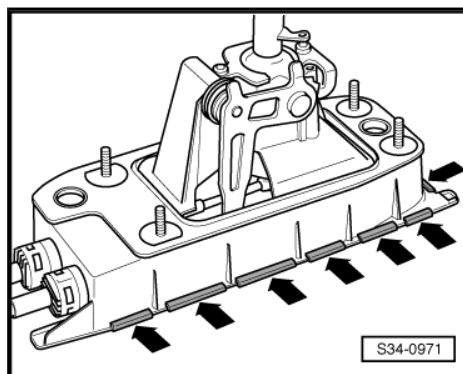


Note

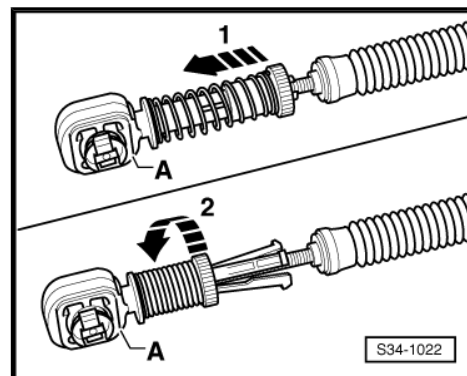
The tabs on the opposite side of the base plate are not shown.

- Remove gasket ring.
- Remove circlips -2- and -3-.
- Press shift cable -1- and selector cable -4- off the shift and selector lever, e.g. using a screwdriver.
- Remove shift cable and selector cable from shift housing.

Unlock cable end-pieces:



- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.

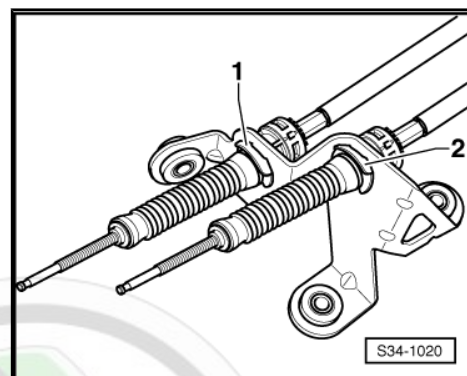


- Remove circlips -1- and -2-.
- Remove the cable support from the cables.

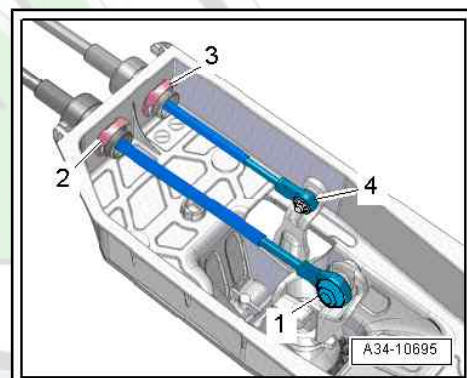
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Replace the lock washers and the floor plate with seals.

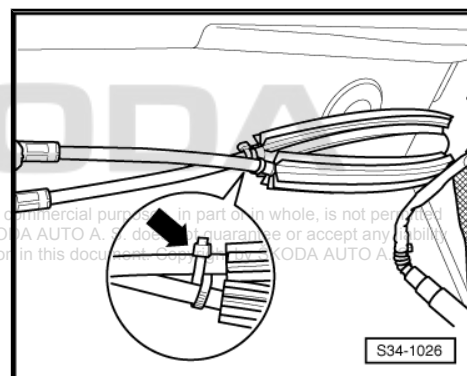


- Attach shift cable and selector cable to shift housing with lock washers -2- and -3-.
- Press the shift cable -1- onto the shift lever and the selector cable -4- onto the shift and selector lever in the shift housing.
- Install new floor plate with new seal to the shift housing and secure ⇒ [page 84](#) .
- Before installing the selector mechanism, fix the cables in the correct position.



Fitting position of cable strap for cable attachment

- Cross cable strap -arrow-, in order to coil up the cables and fix as shown.
- Installing shift mechanism
⇒ [“1.7 Removing and installing selector mechanism”, page 69](#) .
- Setting the shift mechanism
⇒ [“1.11 Setting the shift mechanism”, page 89](#) .



1.11 Setting the shift mechanism

Special tools and workshop equipment required

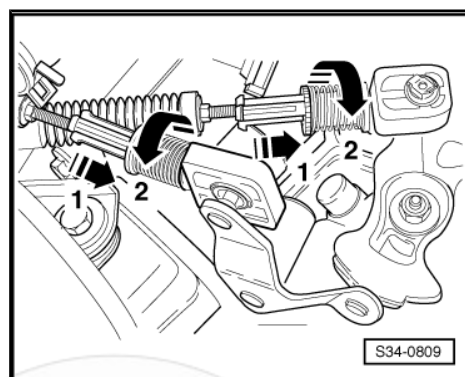
- ◆ Rig pin - T10027A-

The following points are essential to ensure correct adjustment of selector mechanism:



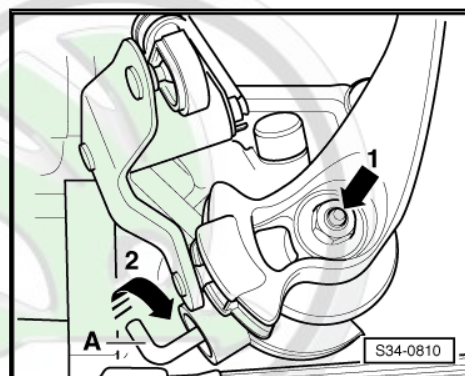
- Control- and transmission elements of the shift mechanism are in perfect condition.
- Shift mechanism operates freely.
- Gearbox, clutch and clutch control in perfect condition.
- Gearbox must be in neutral.
- Cable end-pieces of gear selector cable and gate selector cable must be accessible.
- Remove air filter ⇒ Engine; Rep. gr. 24 , if it is installed above the selector mechanism.
- Remove battery and battery tray, if installed above the selector mechanism ⇒ Electrical System; Rep. gr. 27 .
- Push sliding sleeve on shift cable and selector cable forwards up to the stop -arrow 1- and turn sliding sleeves in direction of -arrows 2- up to the stop until they engage.

Lock gearshift shaft:

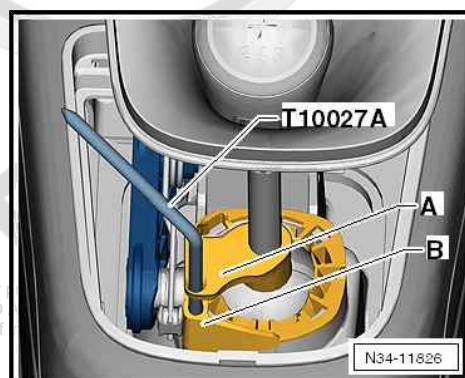


- Push the gearbox selector lever down in -direction of arrow 1- and turn the angle lever -A- in -direction of arrow 2-, until it locks.
- Remove gaiter for gearshift lever from frame for centre console
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .
- Pull collar upwards, inside out over gear knob.

Lock gearshift lever:



- Guide shift lever from Neutral position a little to the left into the 1st/2nd gear gate.
- Insert rig pin - T10027A- through hole -A- into hole -B-.
- Make sure that the shift cable and selector cable sit stress-free in the catches.

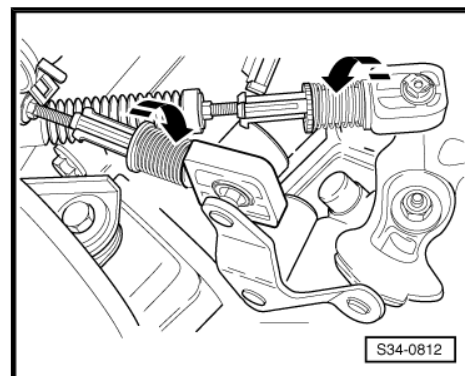


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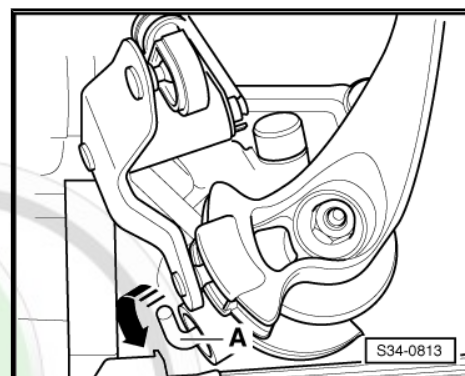
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- Turn locking mechanism on gear selector cable and gate selector cable end pieces as far as stop in -direction of arrow-.

The springs push the sliding sleeves back into the initial position.



- Turn angle lever -A- back to the initial position (in -direction of arrow-).
- Pull ring pin - T10027A- out of the shift mechanism.
- Install shift lever collar
⇒ [“1.6 Removing and installing gearshift knob with shift lever collar”, page 66](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 , if it has been removed.
- If removed, install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Inspect gearshift mechanism
⇒ [“1.12 Inspecting the gearshift mechanism”, page 91](#) .



1.12 Inspecting the gearshift mechanism

- Shift lever must be in Neutral position in the selector lever gate of the 3rd/4th gear.
- Depress clutch.
- Shift through all gears consecutively.
- Pay particular attention to proper operation of the reverse gear lock.
- If the difficulty in engaging a gear persists after repeated attempts, repeat adjustment procedure of selector mechanism
⇒ [“1.11 Setting the shift mechanism”, page 89](#) .

1.13 Replace the gasket ring of the gearshift shaft

Special tools and workshop equipment required

- ◆ Extractor tool - T20143/1-
- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Sealing grease ⇒ Electronic Catalogue of Original Parts
- Remove the complete air filter housing if it is located above the selector mechanism ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray, if they are above the shift mechanism ⇒ Electrical system; Rep. gr. 27 .

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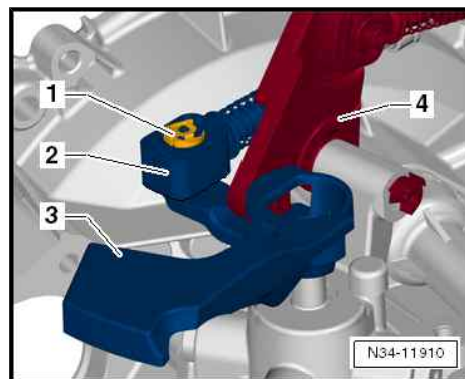


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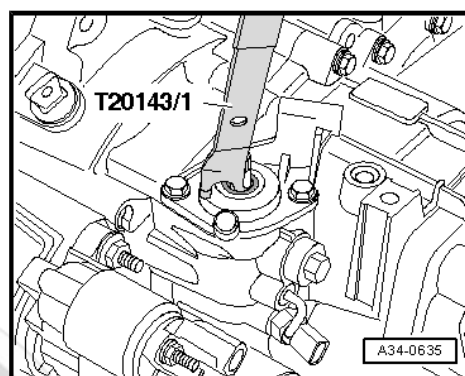
Octavia II 2004 ➤ , Octavia II 2010 ➤ , Superb II 2008 ➤ , Superb II 20 ...

Gearbox 0AJ - Edition 02.2019

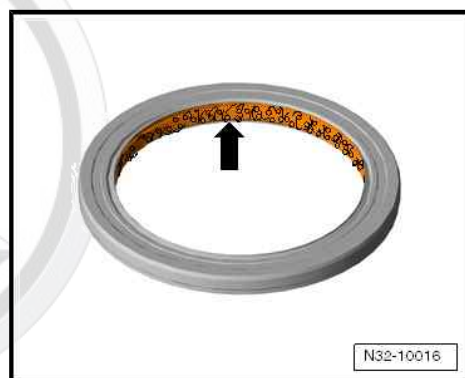
- Remove safety mechanism -1- for cable end-piece for gear selector cable -2- and remove cable end-piece for gear selector cable with attached gear selector cable from the pin of gearbox selector lever -3-.
- Remove the cable end-piece for gate selector cable together with the relay lever -4-
⇒ ["1.9 Repairing shift mechanism", page 85](#) .
- Remove gearshift lever -3-.



- Pry sealing ring off with the extractor tool - T20143/1- .



- Fill half of space between sealing lip and dust lip -arrow- with sealing grease .
- Assign the grease via the ⇒ [Electronic Catalogue of Original Parts](#) .



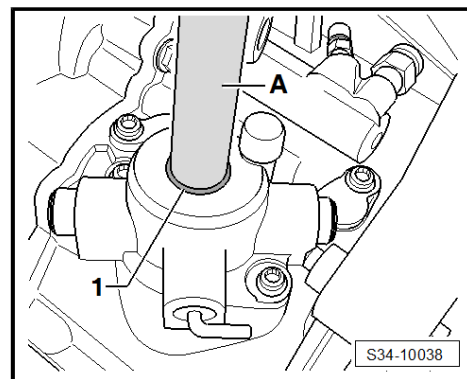
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- Use pipe section - MP3-479 (VW 423)- -A- to drive in seal -1- up to the stop.

Installation is carried out in the reverse order. When installing, note the following:

- Attach gearbox selector lever to the gearbox selector shaft
⇒ [page 85](#)
- Complete gearshift mechanism
⇒ [“1.9 Repairing shift mechanism”, page 85](#) .
- Setting the shift mechanism
⇒ [“1.11 Setting the shift mechanism”, page 89](#) .
- Install battery tray ⇒ Electrical System; Rep. gr. 27 .
- Install battery ⇒ Electrical System; Rep. gr. 27 .
- Install the complete air filter housing if it was removed ⇒ Engine; Rep. gr. 24 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Nut for selector lever
⇒ [“6.5 Summary of components - Gearshift unit”, page 132](#)

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2 Removing and installing the gearbox

⇒ [“2.1 Removing the gearbox”, page 94](#)

⇒ [“2.2 Installing the gearbox”, page 118](#)

⇒ [“2.3 Tightening torques for gearbox”, page 119](#)

2.1 Removing the gearbox

⇒ [“2.1.1 Removing gearbox, Octavia II”, page 94](#)

⇒ [“2.1.2 Removing gearbox, Superb II”, page 99](#)

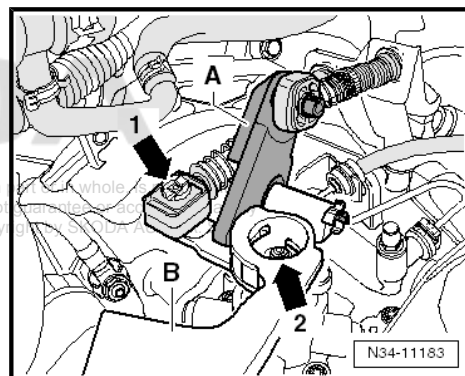
⇒ [“2.1.3 Removing gearbox, Yeti, vehicles with 1.2 TSI 77 kW and 1.4 TSI 90 kW engines”, page 105](#)

⇒ [“2.1.4 Removing gearbox, Yeti, vehicles with 1.2 TSI 81 kW and 1.4 TSI 92 kW engines”, page 111](#)

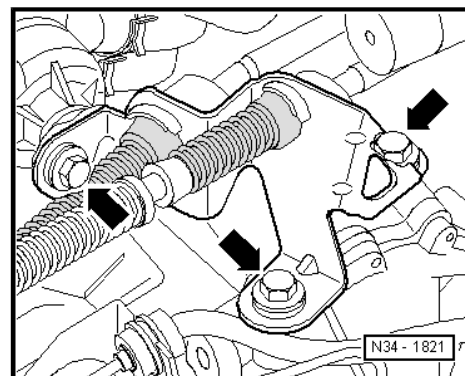
2.1.1 Removing gearbox, Octavia II

Special tools and workshop equipment required

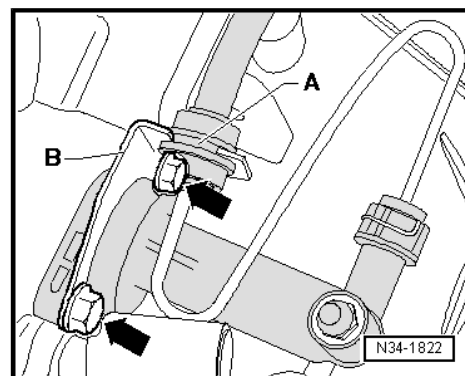
- ◆ Supporting device - T30099-
- ◆ Supporting plate - T30099/1-
- ◆ Hook - MP9-200/10 (10-222A/10)-
- ◆ Adjusting plate - 3282/31-
- ◆ Gearbox mount - 3282-
- ◆ Engine and gearbox jack e.g. -V.A.G 1383A- or -VAS 6931-
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Remove engine cover ⇒ Engine; Rep. gr. 10 (if present).
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66 .
- In order to avoid damage to the selector cable, the cable lock must be separated from the selector cable before removal.
- Remove securing mechanism -1- and pull gear selector cable off the pin of the gearbox selector lever -B-.
- Remove relay lever -A- together with cable end-piece for gate selector cable ⇒ [“1.9 Repairing shift mechanism”, page 85](#) .
- Remove nut -arrow 2- and remove the gearbox selector lever -B-.



- Remove Bowden cable support -arrows-.
- Tie up shift cable and selector cable.



- Disconnect the tube-hose line -A- from bracket -B- on the gearbox.
- Remove slave cylinder -B-, lay aside and secure with wire.
- Do not disconnect the line to the wheel brake cylinder.

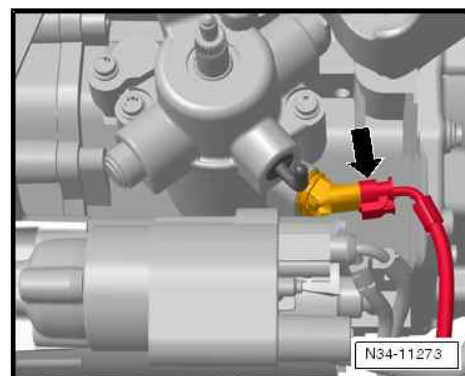


WARNING

After removing the slave cylinder, do not depress the clutch pedal.

Vehicles with start-stop system

- Unplug the connector from the transmission neutral sender - G701- -arrow-.



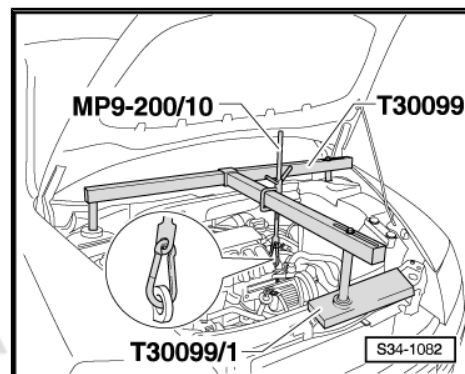
Continued for all vehicles

- Remove the earth strap from the engine/gearbox connecting screw.
- Remove engine/gearbox connecting screws at the top.
- Remove fixing screw for starter at the top.

- Fit supporting device -T30099- .

Tools: Supporting device - T30099- . Base - T30099/1- . Hook - MP9-200/10 (10-222A/10)-

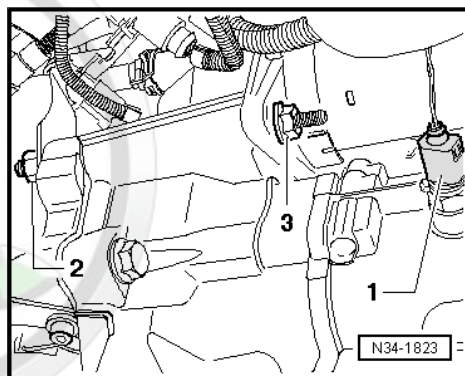
- Slightly pre-tension the engine/gearbox unit via the spindles, do not raise.
- Remove front wheels ➔ Chassis; Rep. gr. 44 .
- Remove the noise insulation below the engine/gearbox ➔ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ➔ Body Work; Rep. gr. 66 .



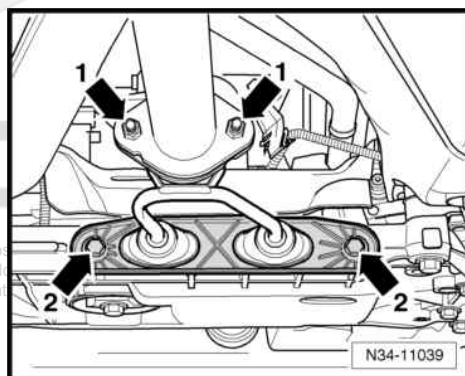
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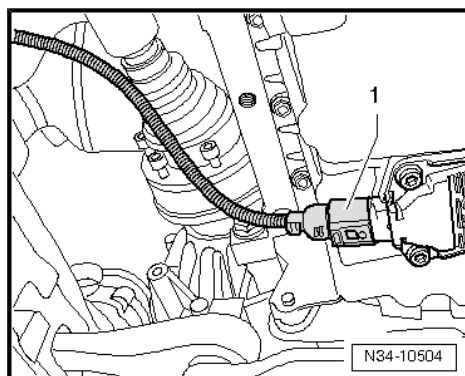
- Disconnect plug -1- of the reversing light switch - F4- .
- If present, remove nut -2-.
- Remove starter -3- ⇒ Electrical System; Rep. gr. 27 .



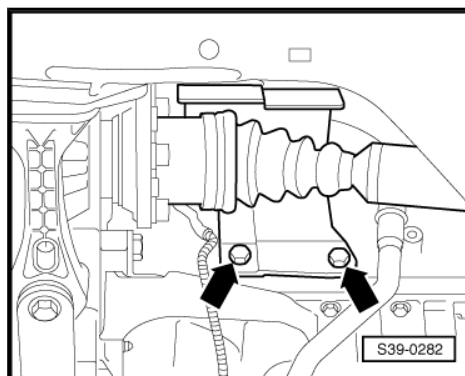
- Disconnect the exhaust system -arrows 1- and unscrew the mounting bracket for the exhaust pipe from the assembly carrier -arrows 2- ⇒ Engine; Rep. gr. 26 .



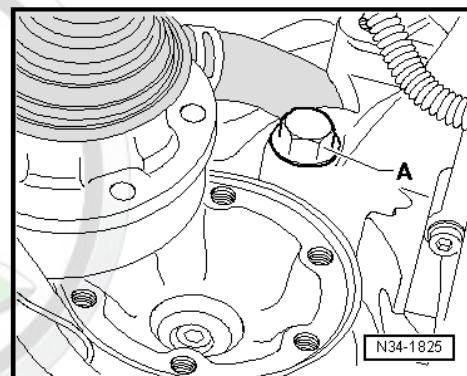
- Disconnect plug -1- for oil level and oil temperature sender - G266- .



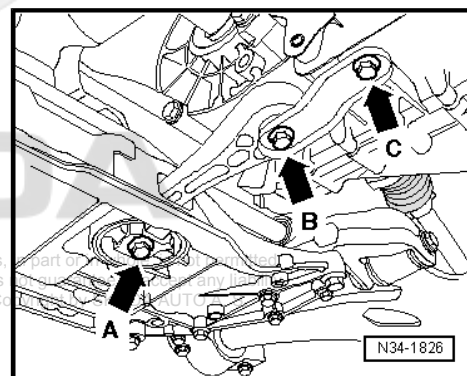
- Remove protection plate for drive shaft from the engine (if present) -arrows-.
- Remove drive shafts from flange shafts and tie up as far as possible, do not damage the surface protection ⇒ Chassis; Rep. gr. 40 .



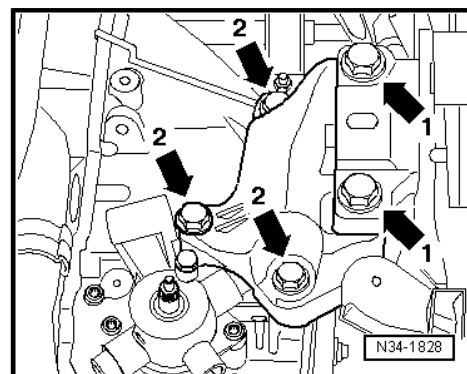
- Unscrew the engine/gearbox connecting screw -A- above the right flange shaft.



- Remove pendulum support -arrows A-, -B- and -C- ⇒ Engine; Rep. gr. 10 .

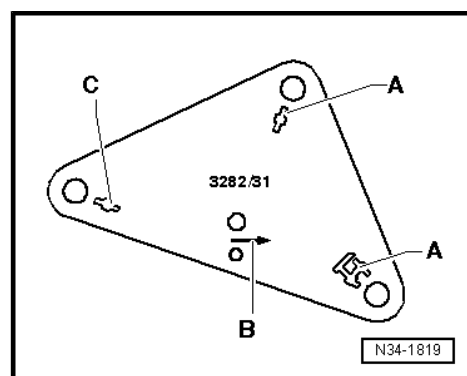


- Unscrew screws -arrows 1- and -2- of assembly bracket from the gearbox console.
- Lower the engine/gearbox unit using the spindles of the supporting device - MP9-200 (10-222A)- .
- Observe all lines when lowering the gearbox.
- Remove the gearbox console.



The gearbox mount - 3282- is aligned for the removal of the gearbox "0AJ" using the adjusting plate - 3282/31- .

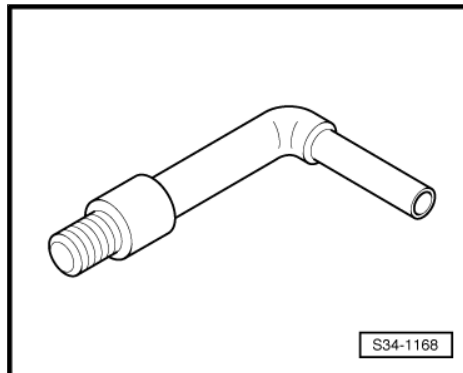
- Place the gearbox mount - 3282- onto engine/gearbox jack , e.g. -V.A.G 1383A- or -VAS 6931- .
- Place adjustment plate - 3282/31- on the gearbox support - 3282- .
- The adjusting plate only fits in one position.
- The arrow symbol on the adjusting plate points in the direction of travel.
- Align arms of the gearbox mount with the holes in the adjusting plate .
- Screw in support elements -A- as shown on adjusting plate .
- Instead of the mounting element -C- screw in the lifting hook .



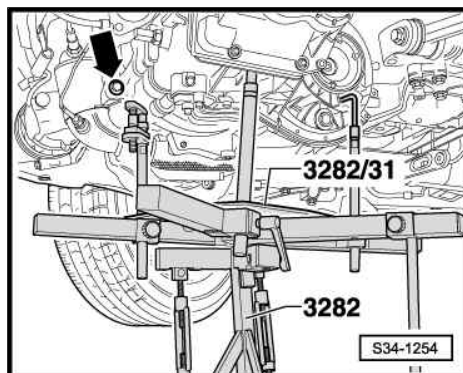


The lifting hook is a component part of the gearbox mount - 3282- .

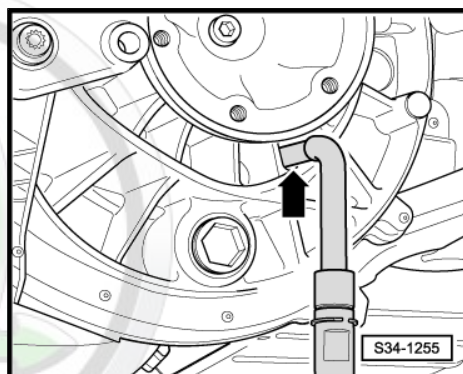
- Position engine and gearbox jack below vehicle, arrow symbol -B- on adjusting plate points in the direction of travel/vehicle.



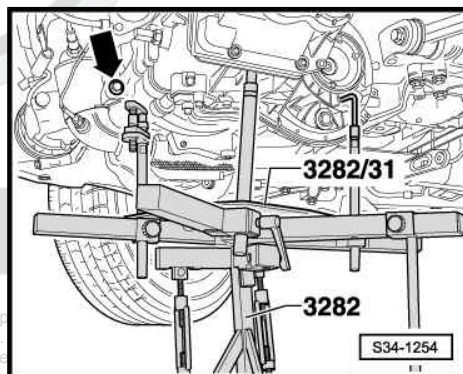
- Align the adjusting plate parallel to the gearbox.



- Insert the lifting hook in one of the recesses of the gearbox housing below the left flange shaft -arrow-.

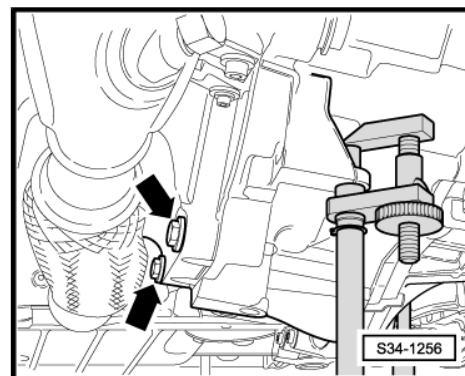


- Remove engine/gearbox connecting screw -arrow-.

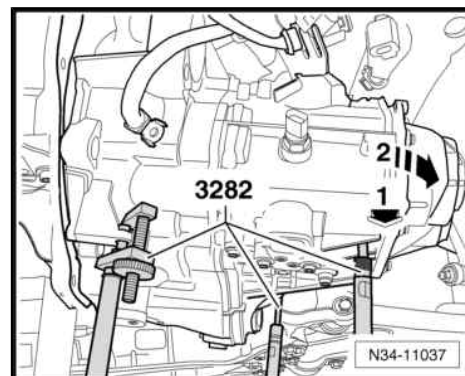


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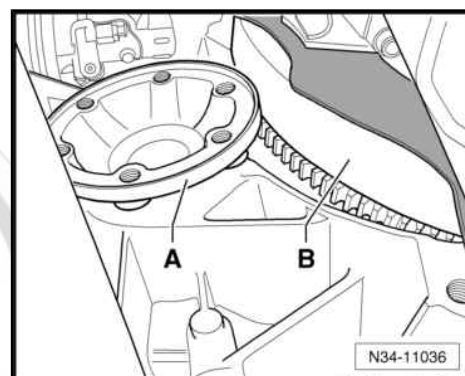
- Separate exhaust system so that the bottom screws -arrows- can be unscrewed (only on 1.4 engine).
- Carefully push the engine forwards with the aid of a 2nd mechanic.
- Press the gearbox out of the sleeves.



- Press the gearbox in the area of the cover for the gearbox housing to the front end -arrow 1- and turn it slightly towards the bottom -arrow 2-.
- Pay attention to the intermediate plate on the engine.



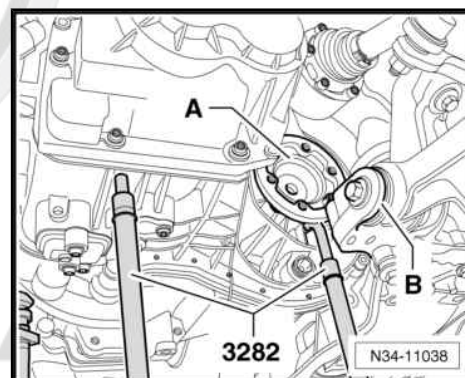
- Carefully guide the gearbox with the right flange shaft -A- past the flywheel -B- and the intermediate plate as shown.



- The left flange shaft -A- is carefully guided past the console -B- of the assembly carrier as shown.
- Lower gearbox, to do so pay attention to the assembly carrier.

Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.

- Observe all lines when lowering the gearbox.



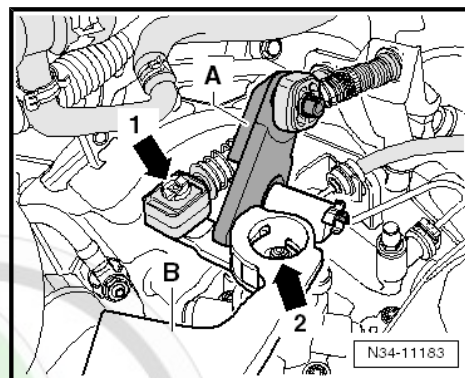
2.1.2 Removing gearbox, Superb II

Special tools and workshop equipment required

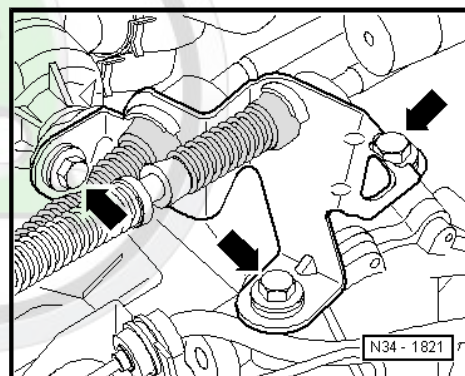
- ◆ Supporting device - MP9-200 (10-222A)-
- ◆ Adapter - MP9-200/18 (10-222A/18)-
- ◆ Hooks - MP9-200/10 (10-222A/10)- x2
- ◆ Mounting bracket - T10346-



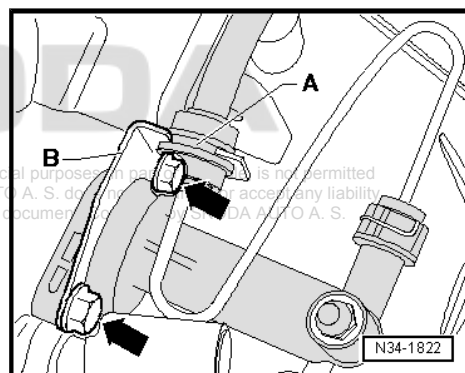
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/31-
- ◆ Engine and gearbox jack e.g. -V.A.G 1383A- or -VAS 6931-
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Remove securing mechanism -1- and pull gear selector cable off the pin of the gearbox selector lever -B-.
- Remove relay lever -A- together with cable end-piece for gate selector cable ⇒ **"1.9 Repairing shift mechanism", page 85** .
- Remove nut -arrow 2- and remove the gearbox selector lever -B-.



- Remove Bowden cable support -arrows-.
- Tie up shift cable and selector cable.



- Disconnect the tube-hose line -A- from bracket -B- on the gearbox.
- Remove slave cylinder -B-, lay aside and secure with wire.
- Do not disconnect the line to the wheel brake cylinder.



WARNING

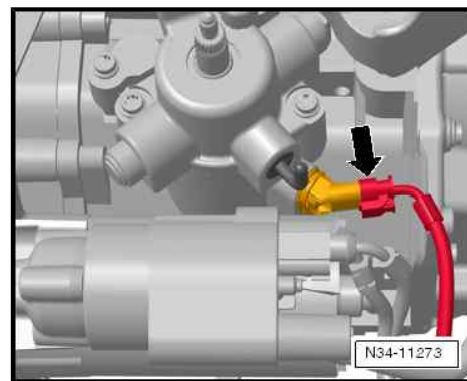
After removing the slave cylinder, do not depress the clutch pedal.

Vehicles with start-stop system

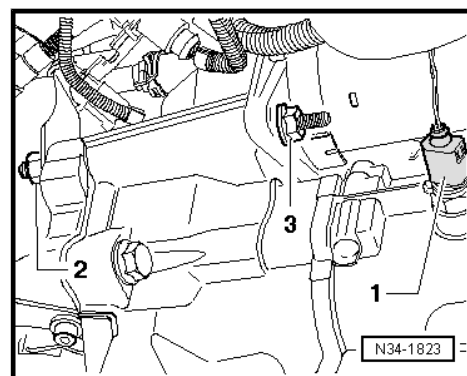
- Unplug the connector from the transmission neutral sender - G701- -arrow-.

Continued for all vehicles

- Remove the earth strap from the engine/gearbox connecting screw.
- Remove engine/gearbox connecting screws at the top.



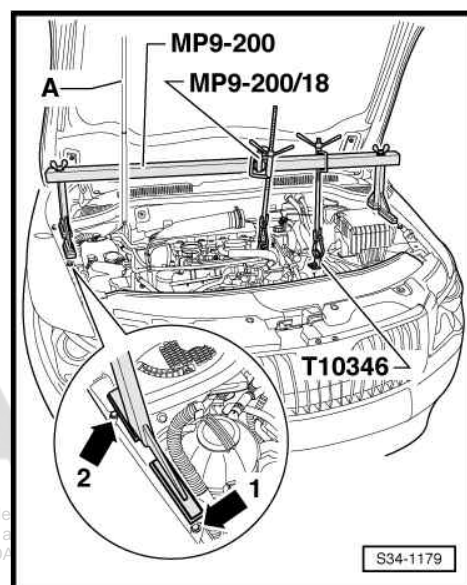
- Disconnect plug -1- of the reversing light switch - F4- .
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- Remove the filling pieces from both upper edges of the wings.



- Tighten the holder - T10346- on the rear of the three location holes for the battery tray.

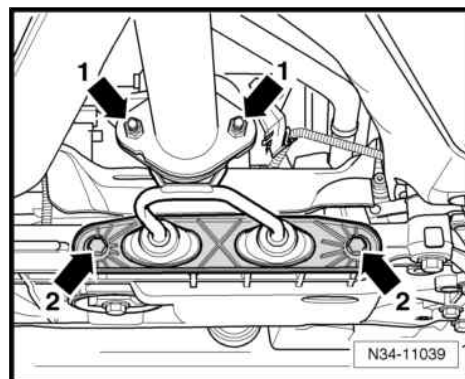
Tools: Hook - MP9-200 (10-222A)- . Adapter - MP9-200/18 (10-222A/18)- . Hook - MP9-200/10 (10-222A/10)- 2x, Bracket - T10346-

- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200 (10-222A)- behind the pressurized gas strut -A- for the front flap.
- The supports of the supporting device - MP9-200 (10-222A)- must be placed on top of the wheelhouse frame side rail, as shown in the figure.
- The supports are placed behind the screw -arrow 1- and touch screw -arrow 2- to the side.
- Connect the holder - T10346- with the supporting device.
- Hook the second spindle into the front left engine lifting eye.
- Slightly pre-tension the engine/gearbox unit via the spindles of the supporting device , do not raise.
- Remove front wheels ⇒ Chassis; Rep. gr. 44 .
- Remove the noise insulation below the engine/gearbox ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .

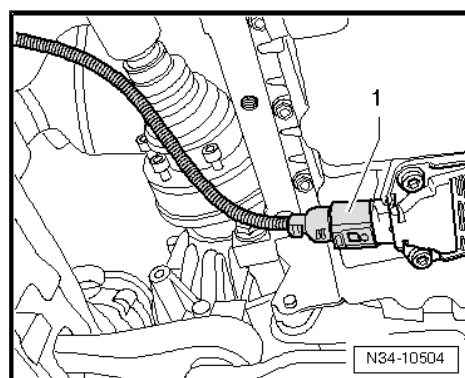




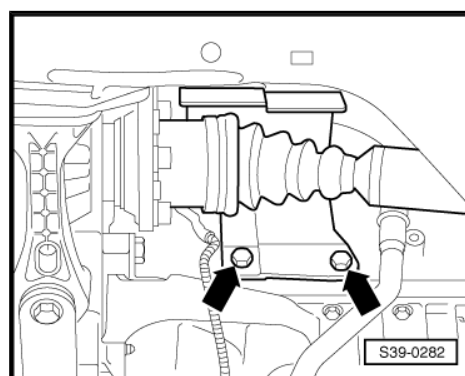
- Disconnect the exhaust system -arrows 1- and unscrew the mounting bracket for the exhaust pipe from the assembly carrier -arrows 2- ⇒ Engine; Rep. gr. 26 .



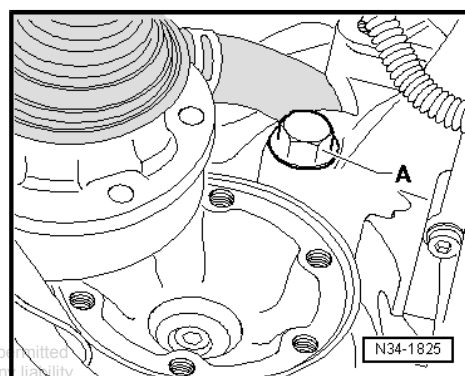
- Disconnect plug -1- from oil level and oil temperature sender - G266- .



- Remove protection plate for drive shaft from the engine (if present) -arrows-.
- Remove drive shafts from flange shafts and tie up as far as possible, do not damage the surface protection ⇒ Chassis; Rep. gr. 40 .



- Unscrew the engine/gearbox connecting screw -A- above the right flange shaft.

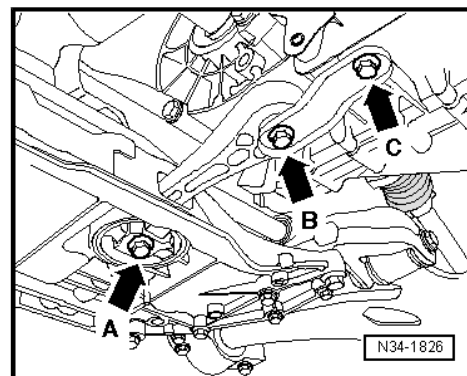


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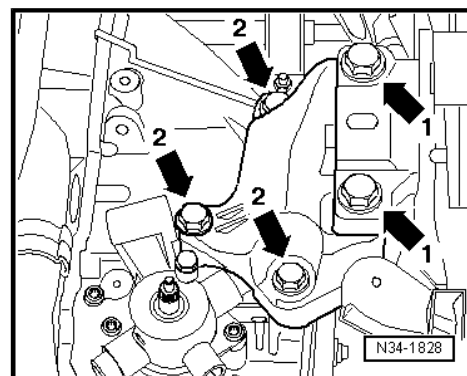
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- Remove pendulum support -arrows A-, -B- and -C- ⇒ Engine; Rep. gr. 10 .

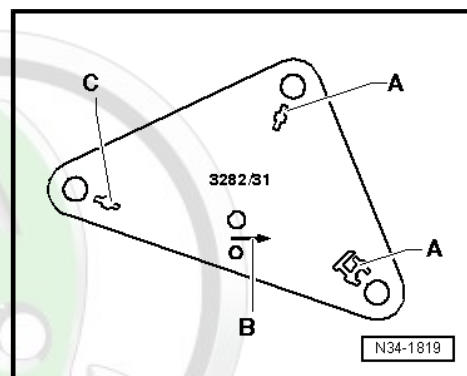


- Unscrew screws -arrows 1- and -2- of assembly bracket from the gearbox console.
- Lower the engine/gearbox unit using the spindles of the supporting device - MP9-200 (10-222A)- .
- Observe all lines when lowering the gearbox.
- Remove the gearbox console.



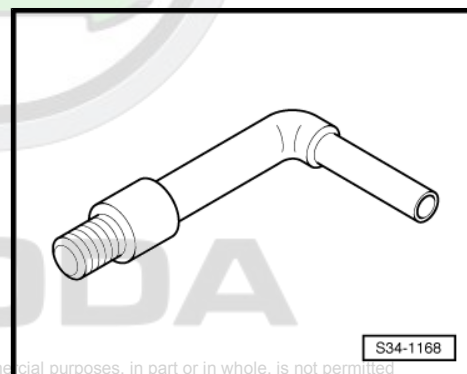
The gearbox mount - 3282- is aligned for the removal of the gearbox "0AJ" using the adjusting plate - 3282/31- .

- Place the gearbox mount - 3282- onto engine/gearbox jack , e.g. -V.A.G 1383A- or -VAS 6931- .
- The adjusting plate only fits in one position.
- The arrow symbol on the adjusting plate points in the direction of travel.
- Align arms of the gearbox mount with the holes in the adjusting plate - 3282/31- .
- Screw in support elements -A- as illustrated on adjusting plate .
- Screw in the lifting hook - 3282/49- instead of support element -C-.



The lifting hook is a component part of the gearbox mount - 3282- .

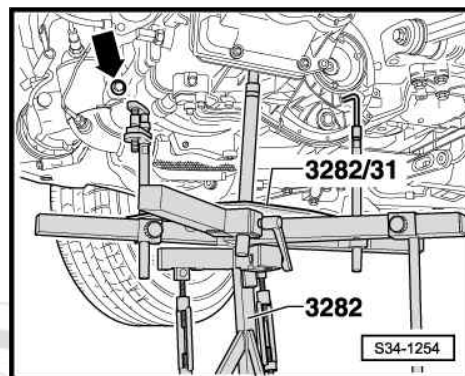
- Position engine and gearbox jack below vehicle, arrow symbol -B- on adjusting plate points in the direction of travel/vehicle.



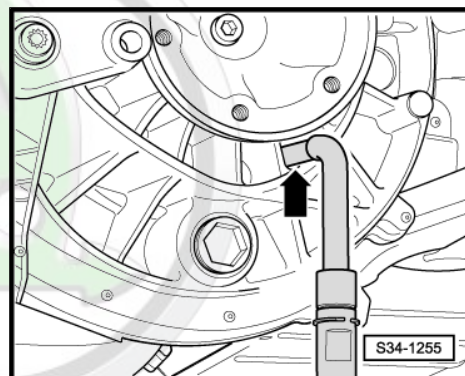
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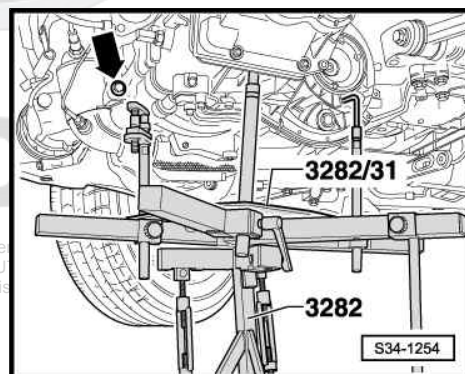
- Align the adjusting plate parallel to the gearbox.



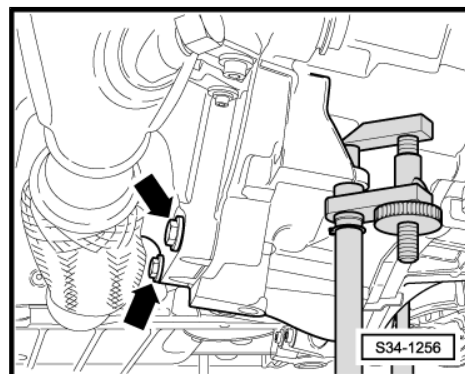
- Insert the lifting hook - 3282/49- in one of the recesses of the gearbox housing below the left flange shaft -arrow-.



- Remove engine/gearbox connecting screw -arrow-.

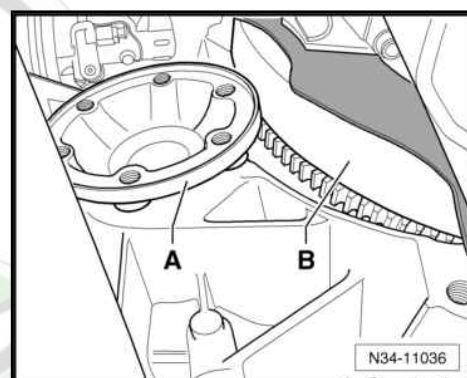
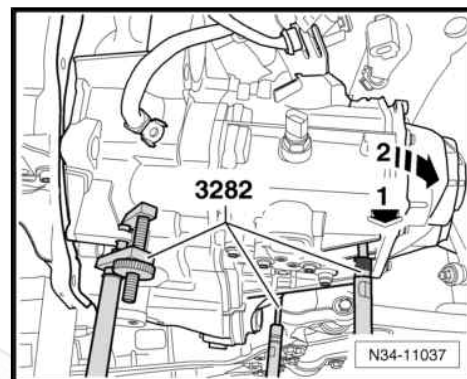


- Separate exhaust system so that the bottom screws -arrows- can be unscrewed.
- Carefully push the engine forwards with the aid of a 2nd mechanic.
- Press the gearbox out of the sleeves.



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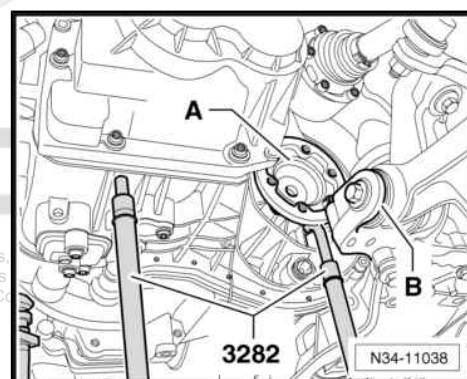
- Press the gearbox in the area of the cover for the gearbox housing to the front end -arrow 1- and turn it slightly towards the bottom -arrow 2-.



- Pay attention to the intermediate plate on the engine.
 - Carefully guide the gearbox with the right flange shaft -A- past the flywheel -B- and the intermediate plate as shown.
 - The left flange shaft -A- is carefully guided past the console -B- of the assembly carrier.
- Lower gearbox, to do so pay attention to the assembly carrier.

Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.

- Observe all lines when lowering the gearbox.



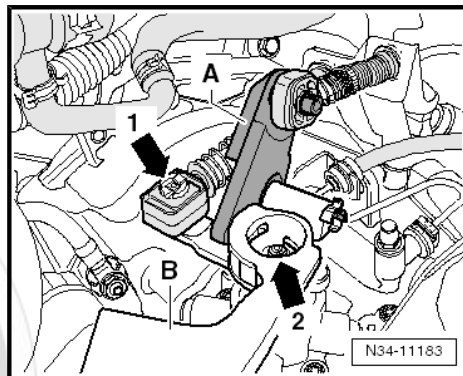
2.1.3 Removing gearbox, Yeti, vehicles with 1.2 TSI 77 kW and 1.4 TSI 90 kW engines

Special tools and workshop equipment required

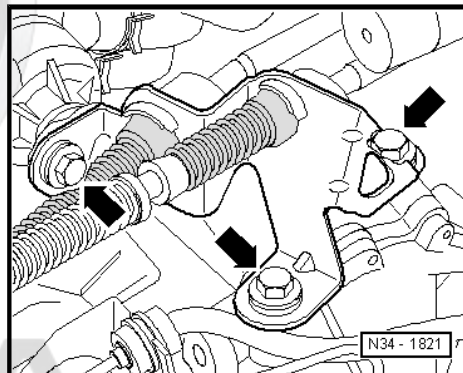
- ◆ Supporting device - T30099-
 - ◆ Supporting plate - T30099/1-
 - ◆ Hook - MP9-200/10 (10-222A/10)-
 - ◆ Adjusting plate - 3282/31-
 - ◆ Tensioning strap - T10038-
 - ◆ Engine and gearbox jack e.g. -V.A.G 1383A- or -VAS 6931-
 - ◆ Gearbox mount - 3282-
 - ◆ Grease for splines - G 000 100-
- Remove engine cover ⇒ engine; Rep. gr. 10 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



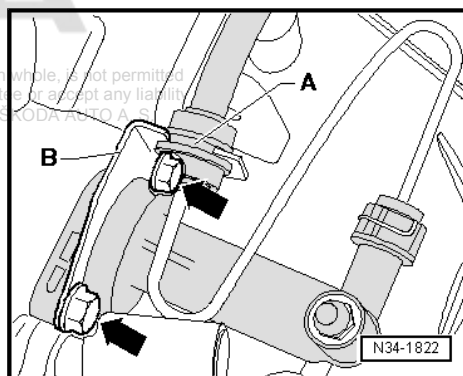
- Remove air filter ⇒ Engine; Rep. gr. 24 .
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66 .
- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Remove securing mechanism -1- and pull gear selector cable off the pin of the gearbox selector lever -B-.
- Remove relay lever -A- together with cable end-piece for gate selector cable ⇒ ["1.9 Repairing shift mechanism", page 85](#) .
- Remove nut -arrow 2- and remove the gearbox selector lever -B-.



- Remove Bowden cable support -arrows-.
- Tie up shift cable and selector cable.



- Disconnect the tube-hose line -A- from bracket -B- on the gearbox.
- Remove slave cylinder -B-, lay aside and secure with wire.
- Do not disconnect the line to the wheel brake cylinder.



WARNING

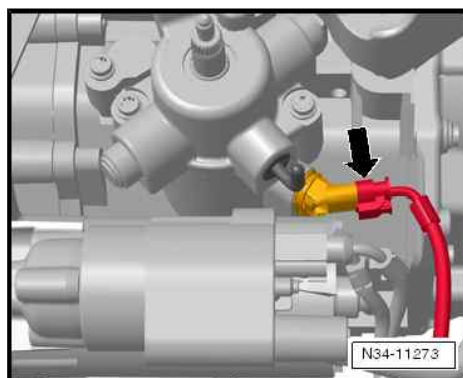
After removing the slave cylinder, do not depress the clutch pedal.

Vehicles with start-stop system

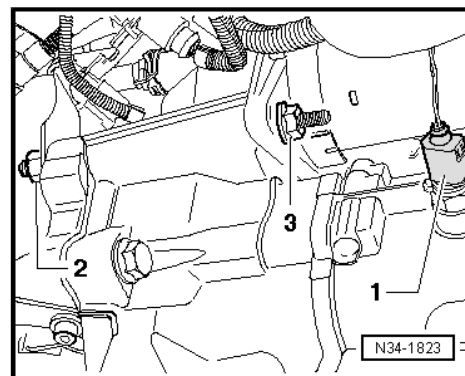
- Unplug the connector from the transmission neutral sender -G701- -arrow-.

Continued for all vehicles

- Remove the earth strap from the engine/gearbox connecting screw.
- Remove engine/gearbox connecting screws at the top.



- Disconnect plug -1- of the reversing light switch - F4- .
- Remove starter ⇒ Electrical System; Rep. gr. 27 .
- If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device, these must now be removed.



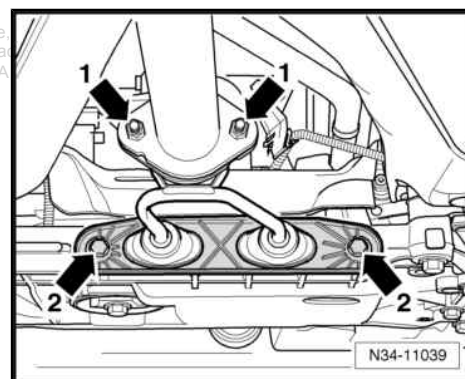
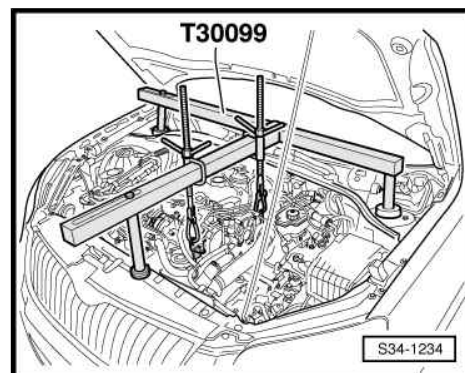
- Fit supporting device - T30099- .

Tools: Supporting device - T30099- . Base - T30099/1- . Hook - MP9-200/10 (10-222A/10)-

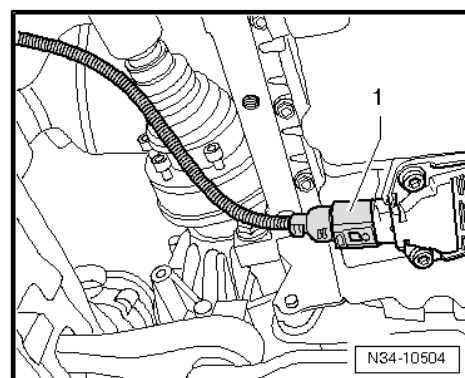
- Hang the spindle of the support fixture in the lifting eye of the engine.

Only one spindle of the supporting device is used for 1.2/77 kW engine.

- Slightly pre-tension the engine/gearbox unit via the spindle (do not raise).
- Remove front wheels ⇒ Chassis; Rep. gr. 44 .
- Remove the noise insulation below the engine/gearbox ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Disconnect the exhaust system -arrows 1- and unscrew the mounting bracket for the exhaust pipe from the assembly carrier -arrows 2- ⇒ Engine; Rep. gr. 26 .

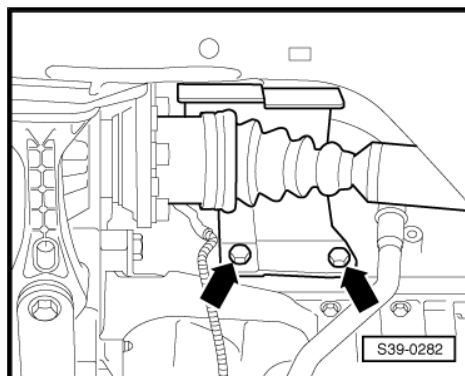


- Disconnect plug -1- from oil level and oil temperature sender - G266- .

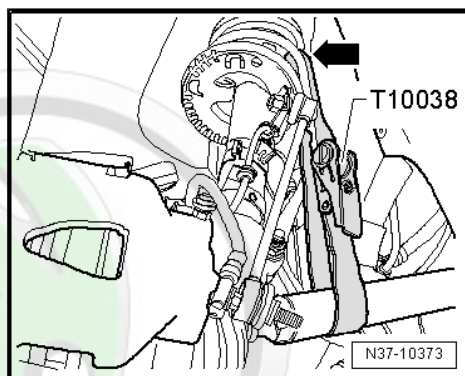




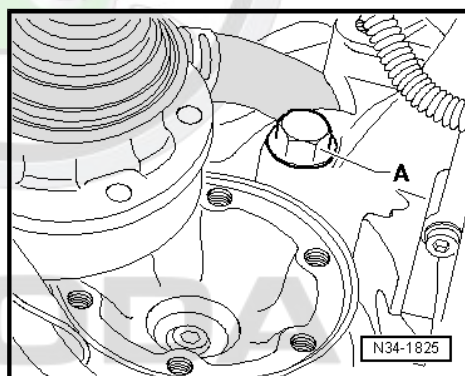
- Remove protection plate for drive shaft from the engine (if present) -arrows-.
- Remove drive shafts from flange shafts ⇒ Chassis; Rep. gr. 40 .



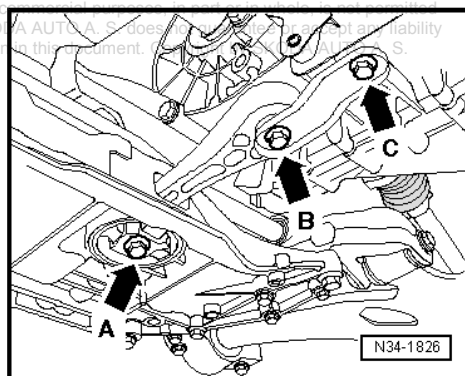
- Secure the drive shaft e.g. with tensioning strap - T10038- (while doing so do not damage the surface protection).



- Unscrew the engine/gearbox connecting screw -A- above the right flange shaft.



- Remove pendulum support -arrows A-, B- and C- ⇒ Engine; Rep. gr. 10 .

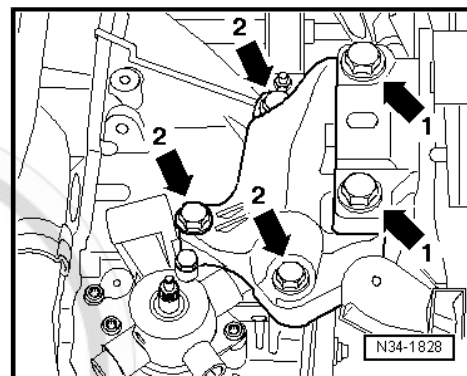




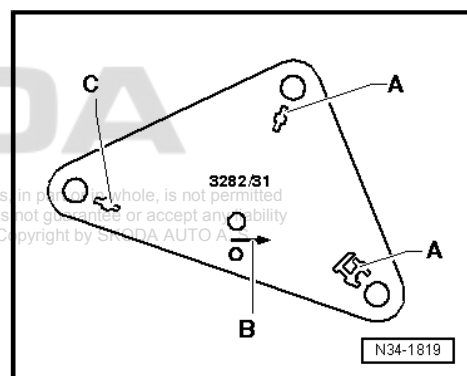
- Unscrew screws -arrows 1- and -2- of assembly bracket from the gearbox console.
- Lower the engine/gearbox unit using the spindles of the supporting device - MP9-200 (10-222A)- .
- Observe all lines when lowering the gearbox.
- Remove the gearbox console.

The gearbox mount - 3282- is aligned for the removal of the gearbox "0AJ" using the adjusting plate - 3282/31- .

- Place the gearbox mount - 3282- onto engine/gearbox jack , e.g. -V.A.G 1383A- or -VAS 6931- .
- Place adjustment plate - 3282/31- on the gearbox support - 3282- .
- The adjusting plate only fits in one position.
- The arrow symbol on the adjusting plate points in the direction of travel.
- Align arms of the gearbox mount with the holes in the adjusting plate .
- Screw in support elements -A- as illustrated on adjusting plate .
- Screw in the lifting hook - 3282- instead of support element -C-.



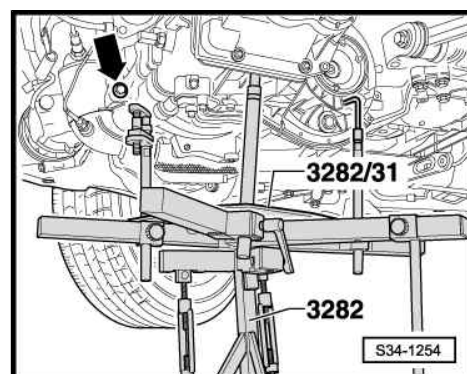
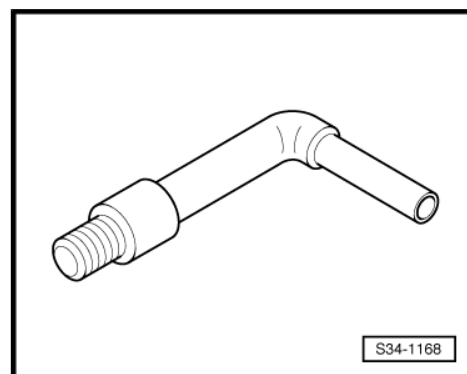
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Note

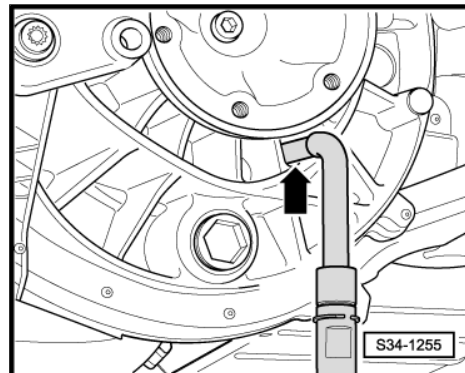
The lifting hook - 3282- is part of the gearbox mount - 3282- .

- Position engine and gearbox jack below vehicle, arrow symbol -B- on adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.

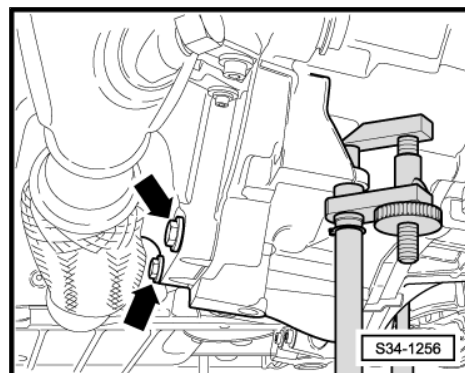




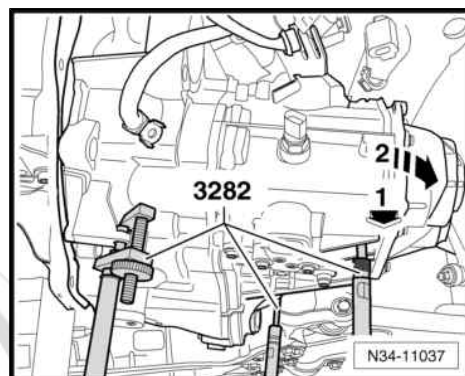
- Insert the lifting hook - 3282- in one of the recesses of the gearbox housing below the left flange shaft -arrow-.
- Remove engine/gearbox connecting screw (-arrow- in fig. S34-1254 ➔ [page 109](#)).



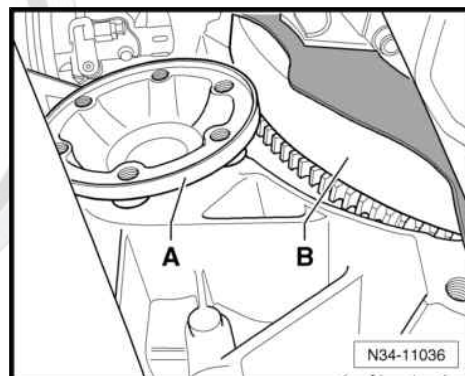
- Separate exhaust system so that the bottom screws -arrows- can be unscrewed (only on 1.4 engine).
- Ask a second mechanic to carefully push the engine forwards.
- Press the gearbox out of the sleeves.



- Press the gearbox in the area of the cover for the gearbox housing to the front end -arrow 1- and turn it slightly towards the bottom -arrow 2-.
- Pay attention to the intermediate plate on the engine.



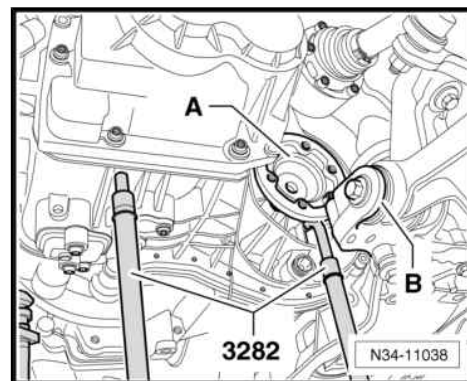
- After this, carefully guide the gearbox with the right flange shaft -A- past the flywheel -B- and the intermediate plate as shown.



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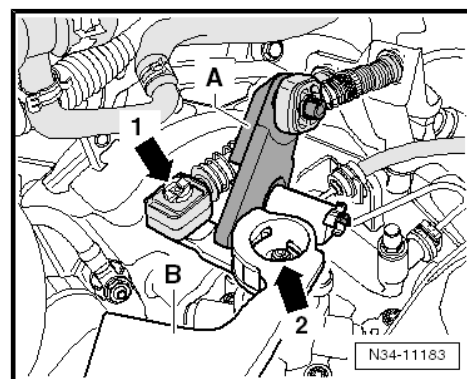
- The left flange shaft -A- is carefully guided past the console -B- of the assembly carrier as shown.
- Lower gearbox, to do so pay attention to the assembly carrier.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.
- Observe all lines when lowering the gearbox.



2.1.4 Removing gearbox, Yeti, vehicles with 1.2 TSI 81 kW and 1.4 TSI 92 kW engines

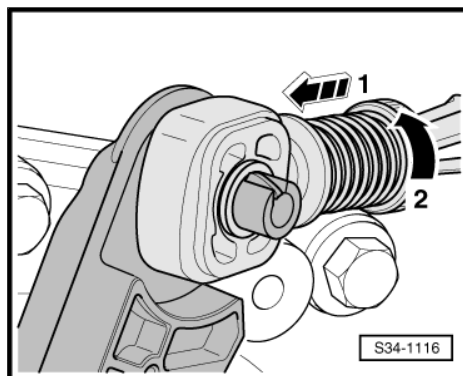
Special tools and workshop equipment required

- ◆ Supporting device - T30099-
- ◆ Adapter - T40091/3-
- ◆ Adapter - MP9-200/18 (10-222A/18)-
- ◆ Base - 10-222A/31-
- ◆ Supporting plate - T30119-
- ◆ Hook - MP9-200/10 (10-222A/10)-
- ◆ Tensioning strap - T10038-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/31-
- ◆ Engine and gearbox jack e.g. -V.A.G 1383A- or -VAS 6931-
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Remove the engine cover panel ⇒ Engine; Rep. gr. 10 ; Engine cover panel; removing and installing engine cover panel .
- Remove air filter housing ⇒ Rep. gr. 24 ; Air filter; Summary of components - air filter housing .
- Remove battery and battery tray ⇒ Electrical system; Rep. gr. 27 ; Battery; Removing and installing battery tray .
- Remove plenum chamber cover ⇒ General body repairs, exterior; Rep. gr. 50 ; Dash panel; installing and removing plenum chamber cover
- Remove the lock washer -arrow 1- for the gear selector cable and detach the lock from the pin of the gear shift lever.
- Before removing the relay lever -A-, detach the lock from the selector cable.

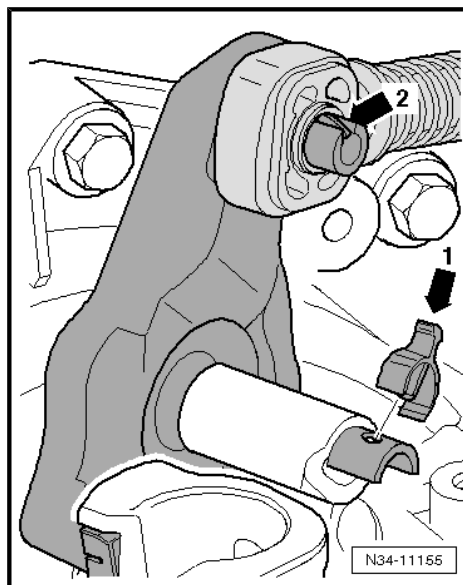




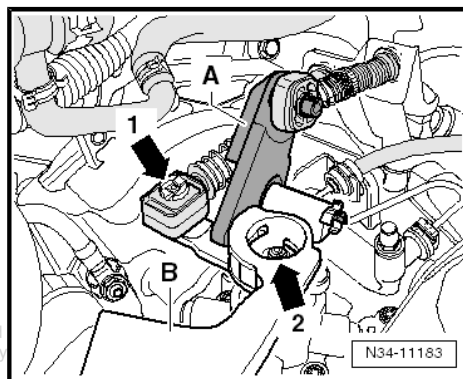
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



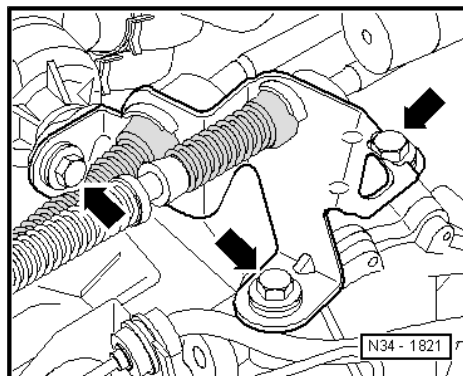
- Remove the locking clip -arrow 1- and remove the relay lever together with the cable lock.



- Row nut -arrow 2- and remove the switching unit from the gearshift shaft.



- Remove screws -arrows- disconnect cable support bracket from gearbox and tie it up.



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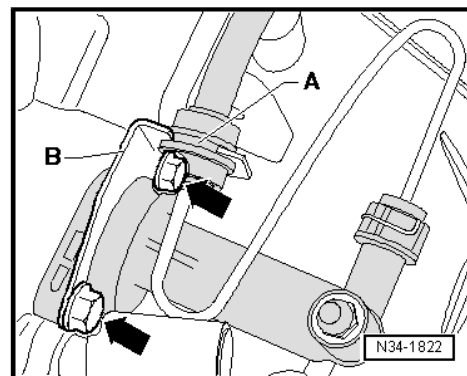
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- Disconnect the tube-hose line -A- from bracket -B- on the gearbox.
- Remove screws -arrows- remove the slave cylinder and put it to the side.
- Do not disconnect the tube-hose line.



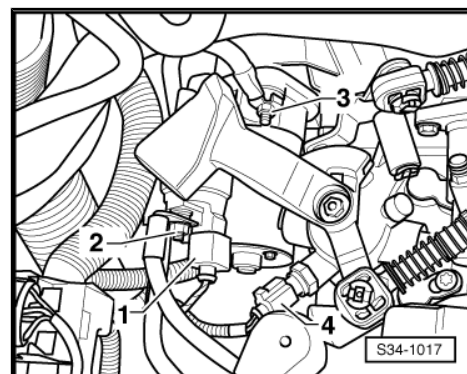
Caution

After removing the slave cylinder, do not depress the clutch pedal.



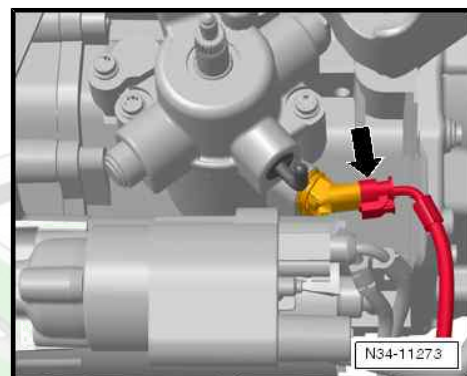
- Disconnect the plug connection -1- at the starter and -4- at the reversing light switch.
- Unscrew cable -2- at the starter and earth strap -3-.

Vehicles with start-stop system

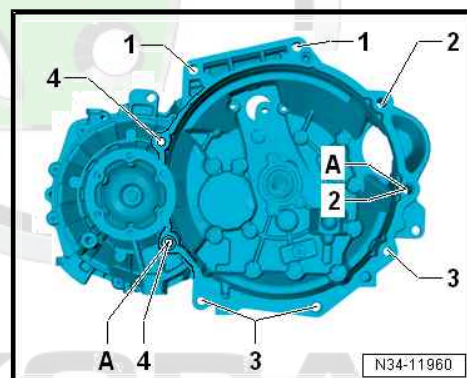


- Unplug the connector from the transmission neutral sender - G701- -arrow-.

Continued for all vehicles



- Remove engine/gearbox connecting screws at the top -1-.
- Remove fixing screw for top starter motor -2-.



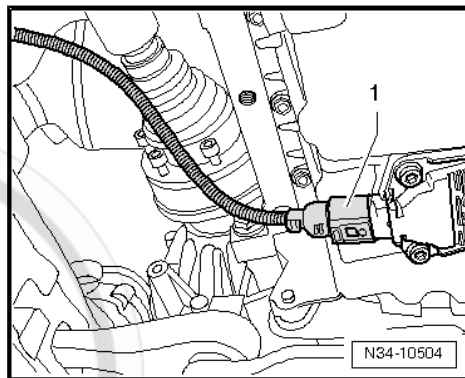
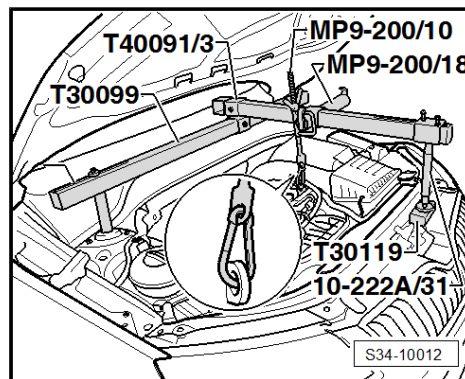
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- Fit the supporting device as shown and place on the vehicle.

Tools: Support - T30099- . Adapter - T40091/3- . Adapter - MP9-200/18 (10-222A/18)- . Insertion base - 10-222A/31- . Base - T30119- . Hook - MP9-200/10 (10-222A/10)- .

- Slightly pre-tension the engine/gearbox unit via the spindles of the supporting device .
- Remove the front wheels ⇒ Chassis, axles, steering; Rep. gr. 44 ; Wheels, tyres .
- Remove the noise insulation ⇒ General body repairs, exterior; Rep. gr. 66 ; Noise insulation; Summary of components - noise insulation .
- Remove left wheelhouse liners ⇒ General body repairs, exterior; Rep. gr. 66 ; Wheelhouse liner; removing and installing front wheelhouse liner .
- Remove the starter ⇒ Electrical system; Rep. gr. 27 ; Starter; Removing and installing starter .
- Disconnect the connector on the oil level and oil temperature sender - G266- -1-.

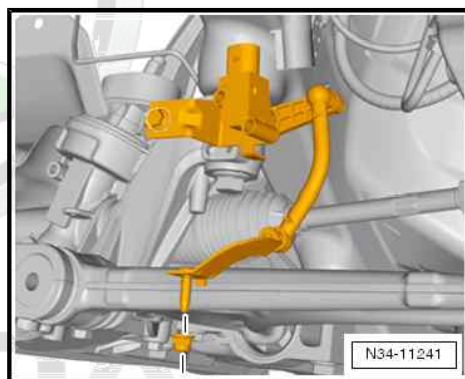


- Vehicle level indicator, front left - G78- from the control arm at the bottom.



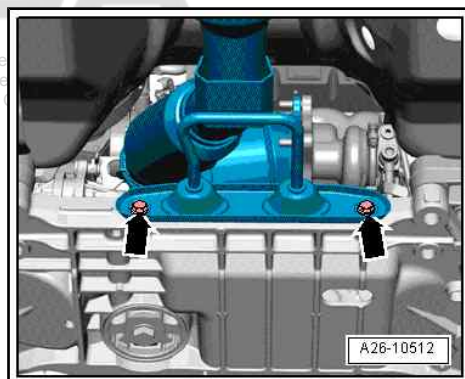
Caution

There is risk of damaging the decoupling element of the exhaust system.

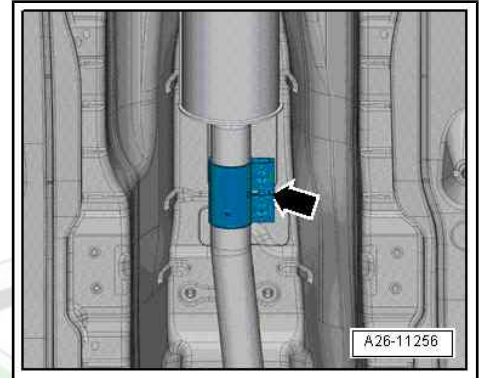


- Unscrew bolts -arrows- for holders for exhaust systems on the assembly carrier.

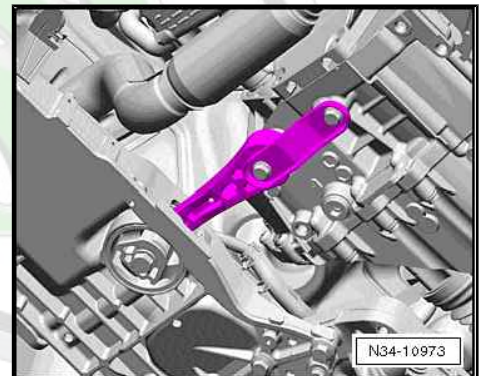
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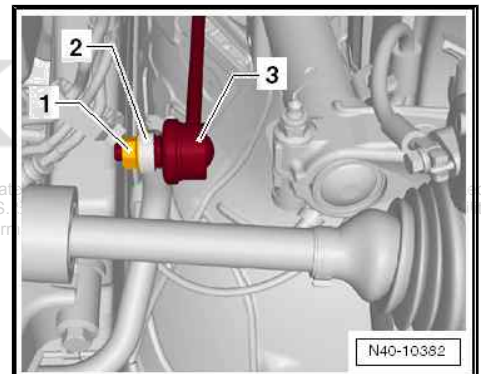
- Separate exhaust system at the clamping sleeve -arrow-.



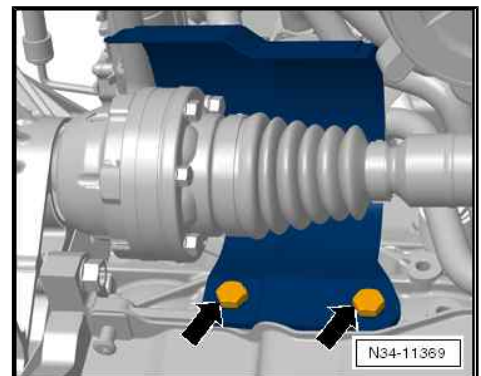
- Remove pendulum support.



- Unscrew nut -1- from both sides of anti-roll bar bracket -3-.
- Pull anti-roll bar bracket -3- on both sides out of the anti-roll bar -2-.



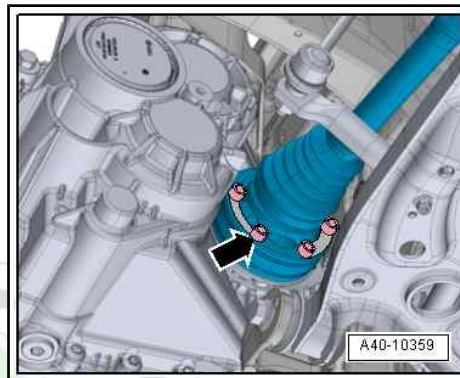
- If applicable. remove screw cap for right drive shaft.



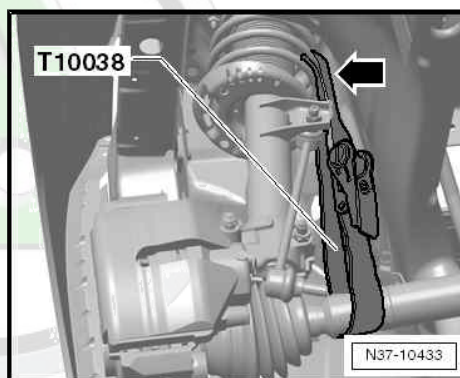
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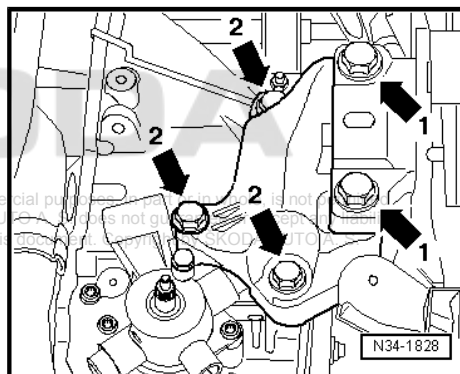
- Unscrew screws -arrows- and remove the left and right drive shaft from the gearbox.



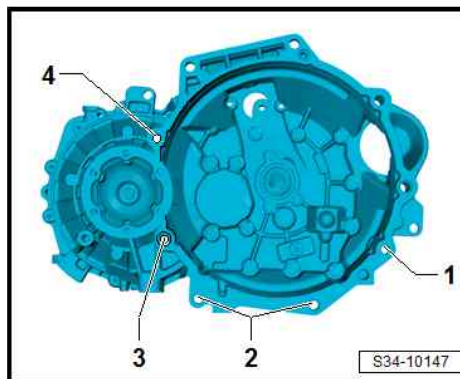
- Secure both drive shafts to the suspension strut with tensioning straps - T10038- .
- Ensure that the surface protection of the drive shafts is not damaged.



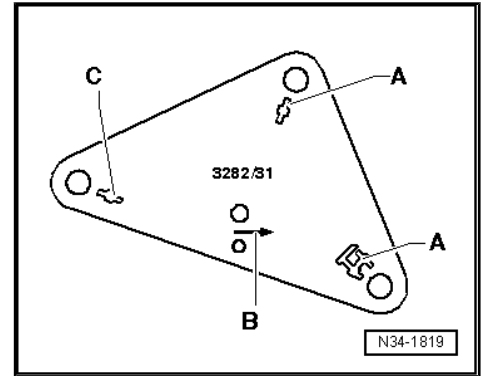
- Remove screws -arrows 1-, the unit bracket from the gearbox panel and gearbox bracket screws -2-.
- Lower the engine/gearbox unit using the spindles of the supporting device .
- Observe all lines when lowering the gearbox.
- Remove the gearbox console.



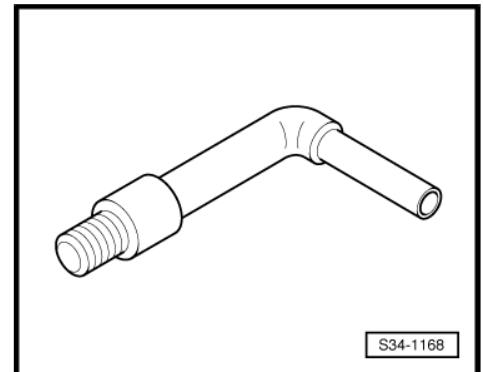
- Unscrew screws -2- and -4-.
- Only loosen and leave -1- and -3- screwed in, they are only removed after gearbox mounting.
- Place the gearbox mount - 3282- onto engine/gearbox jack , e.g. -V.A.G 1383A- or -VAS 6931- .
- The gearbox mount - 3282- must be adjusted before installing the gearbox "0AJ" with the aid of the adjusting plate - 3282/31- .
- The adjusting plate only fits in one position.
- The arrow symbol on the adjusting plate points in the direction of travel.
- Place adjustment plate - 3282/31- on the gearbox support - 3282- .
- Align arms of the gearbox mount with the holes in the adjusting plate .



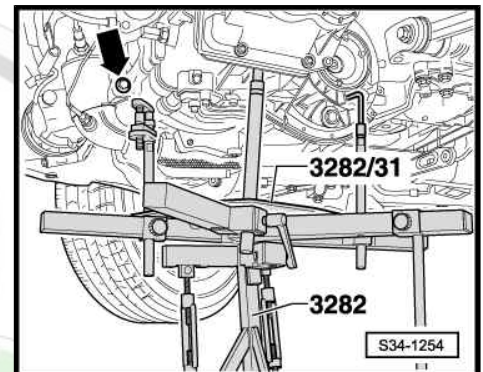
- Screw in support elements -A- as illustrated on adjusting plate .



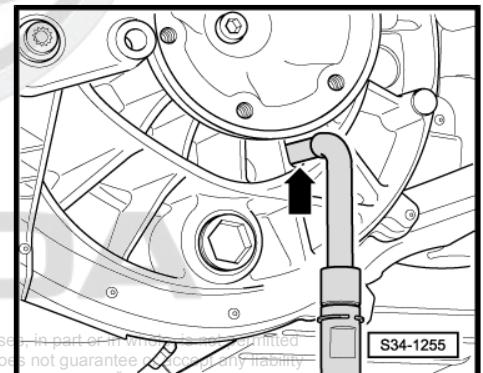
- On position -C- (Instead of the support element shown) receiving hook , which is part of the gearbox mount - 3282- .
- Position engine and gearbox jack below vehicle, arrow symbol -B- (fig. N34-1819) on adjusting plate points in the direction of travel/vehicle.
- Align the adjusting plate parallel to the gearbox.



- Fasten the individual adapters of the gearbox mount - 3282- as shown in the figure.



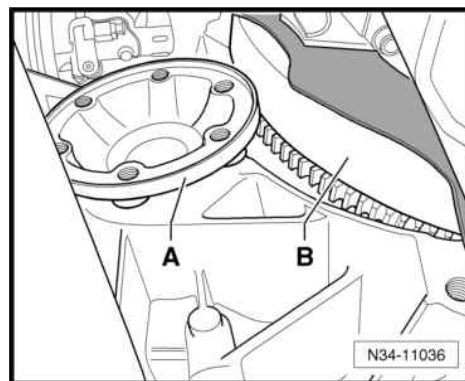
- Insert the lifting hook in one of the recesses of the gearbox housing below the left flange shaft -arrow-.
- Unscrew the last two connecting screws of the engine/gearbox.
- Press the gear unit off the engine (remove it from the dowel sleeves) and carefully swing it towards the front of the vehicle.



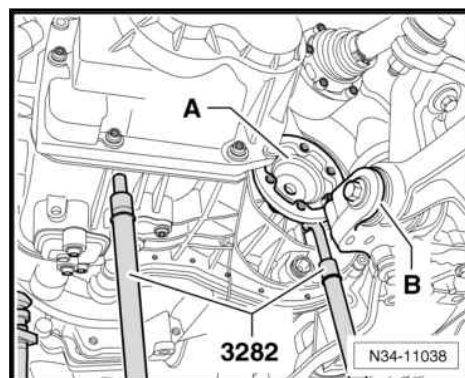
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- Carefully guide gearbox with the right flange shaft -A- past the flywheel -B-.
- Pay attention to the intermediate plate on the engine as you do so.
- Lower the gearbox carefully and, if necessary, tilt the spindles of the gearbox mount - 3282- .



- When lowering the gearbox, pay attention to the unit carrier.
- The left flange shaft -A- is carefully guided past the console -B- of the assembly carrier as shown.
- Observe all lines when lowering the gearbox.



2.2 Installing the gearbox

The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

- After installing, check gear oil level in the gearbox and if necessary top up with gear oil ⇒ ["5 Gear oil", page 125](#) .
- Clean spline of drive shaft and apply a thin film of grease for splines - G 000 100 - .
- The clutch plate must slide easily to and fro on the input shaft.
- If the gearbox is inserted, ensure the intermediate plate between the engine and gearbox is correctly installed.
- Check whether the dowel sleeves for centring the gearbox are present in the cylinder block, insert missing sleeves. If the sleeves are not provided, problems while shifting and with the clutch could, and the gearbox could be noisy.
- Installing starter and cables ⇒ Electrical System; Rep. gr. 27 .
- Install drive shafts on gearbox ⇒ Chassis; Rep. gr. 40 .
- Assemble exhaust system ⇒ Engine; Rep. gr. 26 .
- Attach the shift mechanism to the gearbox ⇒ ["1.9 Repairing shift mechanism", page 85](#) .
- Setting the shift mechanism ⇒ ["1.11 Setting the shift mechanism", page 89](#) .
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .
- Install the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .

- Install the noise insulation below the engine/gearbox ⇒ Body Work; Rep. gr. 50 .
- Install front wheel ⇒ Chassis; Rep. gr. 44 .

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Gearbox to engine
⇒ [“2.3 Tightening torques for gearbox”, page 119](#)
- ◆ Gearbox console to gearbox ⇒ Rep. gr. 10 ; Unit bracket
- ◆ Pendulum support ⇒ Rep. gr. 10 ; Assembly mountings
- ◆ Cable support to gearbox
⇒ [“1.5 Summary of components - control cables”, page 65](#)
- ◆ Flange shaft to gearbox
⇒ [“7.1 Summary of components - Clutch housing”, page 151](#)
- ◆ Protection plate for drive shaft to engine ⇒ Chassis; Rep. gr. 40

2.3 Tightening torques for gearbox

⇒ [“2.3.1 Tightening torques for gearbox, Octavia II”, page 119](#)

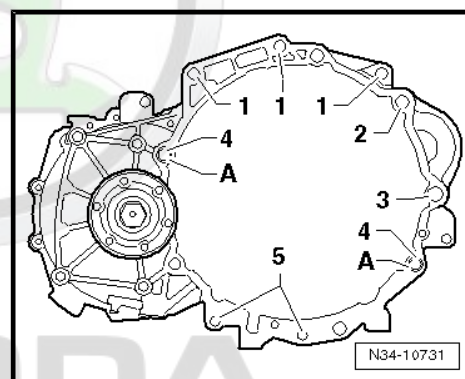
⇒ [“2.3.2 Tightening torques for gearbox, Superb II”, page 120](#)

⇒ [“2.3.3 Tightening torques for gearbox, Yeti”, page 121](#)

2.3.1 Tightening torques for gearbox, Octavia II

Vehicles with 1.2 engine

Pos.	Screw	Pieces	Nm
1	M12 x 60	3	80
2 ¹⁾ 2)	M12 x 55	1	80
3 ¹⁾ 2)	M12 x 150	1	80
4	M12 x 70	1	80
4 ³⁾	M12 x 80	1	80
5	M10 x 30	2	40
A	Dowel sleeves	2	



1) Screw with threaded pin M8.

2) Additional starter to gearbox.

3) Screw above the flange shaft.

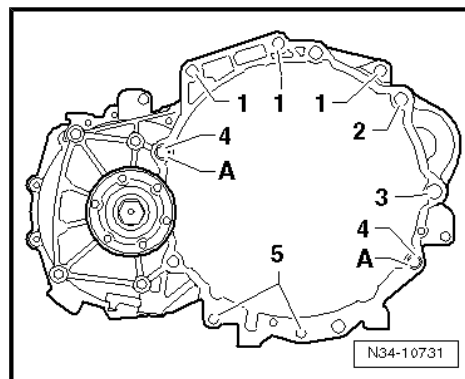
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**Vehicles with 1.4 I engine**

Pos.	Screw	Pieces	Nm
1	M12 x 50	3	80
2 ^{1) 2)}	M12 x 55	1	80
3 ^{1) 2)}	M12 x 150	1	80
4	M12 x 60	2	80
5	M10 x 35	2	40
A	Dowel sleeves	2	

1) Screw with threaded pin M8.

2) Additional starter to gearbox.

**Gearbox bracket**

Screws -arrows°2-

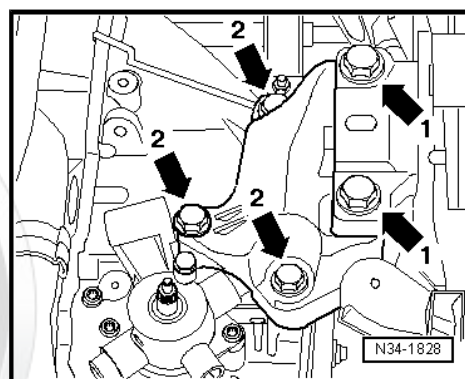
40 Nm + 90°

- Replace bolts after removal.

Screws -arrows°1-

60 Nm + 90°

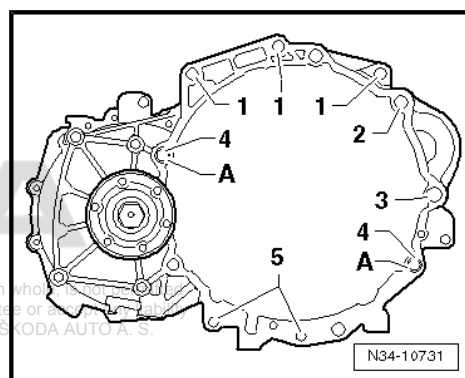
- Replace bolts after removal.

**2.3.2 Tightening torques for gearbox, Superb II****Vehicles with 1.4 I engine**

Pos.	Screw	Pieces	Nm
1	M12 x 50	3	80
2 ^{1) 2)}	M12 x 55	1	80
3 ^{1) 2)}	M12 x 150	1	80
4	M12 x 60	2	80
5	M10 x 35	2	40
A	Dowel sleeves for centering	2	

1) Screw with threaded pin M8.

2) Additional starter to gearbox.

**Gearbox bracket**

Screws -arrows°2-

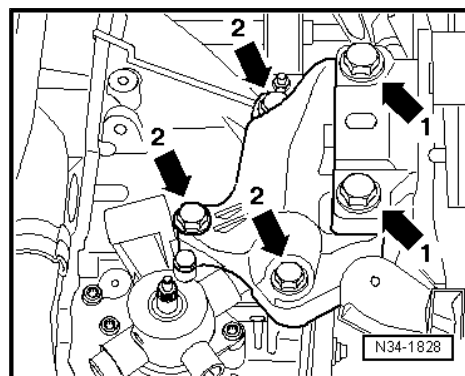
40 Nm + 90°

- Replace bolts after removal.

Screws -arrows°1-

60 Nm + 90°

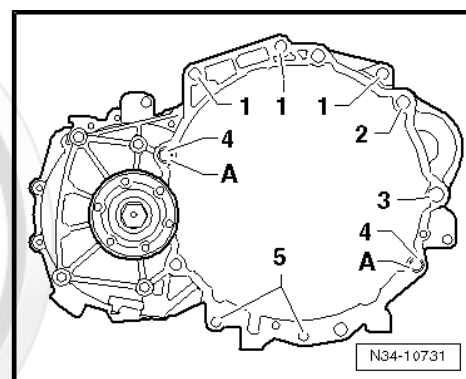
- Replace bolts after removal.



2.3.3 Tightening torques for gearbox, Yeti

Vehicles with 1.2 TSI 77 kW engine

Position	Screw	Pieces	Nm
1	M12 x 60	3	80
2 ¹⁾ 2)	M12 x 55	1	80
3 ¹⁾ 2)	M12 x 150	1	80
4	M12 x 70	1	80
4 ³⁾	M12 x 80	1	80
5	M10 x 35	2	40
A	Dowel sleeves for centering	2	



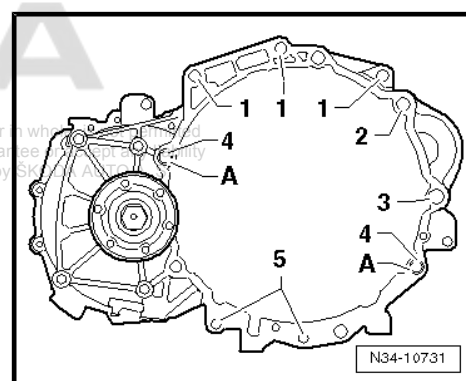
1) Screw with threaded pin M8.

2) Additional starter to gearbox.

3) Screw above the flange shaft.

Vehicles with 1.4 TSI 90 kW engine

Pos.	Screw	Pieces	Nm
1	M12 x 50	3	80
2 ¹⁾ 2)	M12 x 55	1	80
3 ¹⁾ 2)	M12 x 150	1	80
4	M12 x 60	1	80
4 ³⁾	M12 x 60	1	80
5	M10 x 50	2	40
A	Dowel sleeves for centering	2	

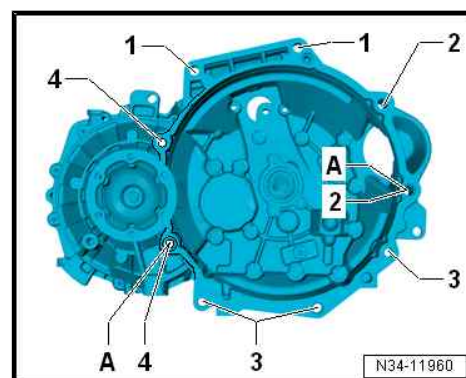


1) Screw with threaded pin M8.

2) Additional starter to gearbox.

3) Screw above the flange shaft.

Vehicles with 1.2 TSI 81 kW and 1.4 TSI 92 kW petrol engines



Position	Screw	Nm
1	M12 x 60	80
2	M12 x 165 Screw with threaded pin M8 x 16	80
3	M10 x 55	40
4	M12 x 70	80



Position	Screw	Nm
	Screw is accessible from the engine side	
A	Dowel sleeves	

Gearbox bracket

Screws -arrows°2-

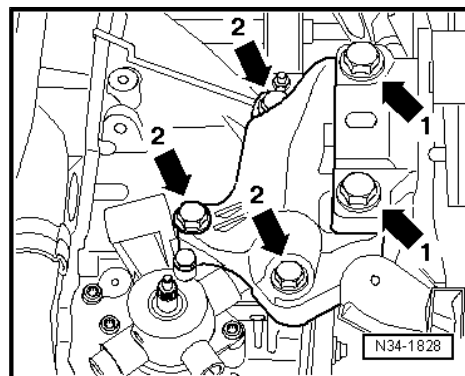
40 Nm + 90°

- Replace bolts after removal.

Screws -arrows°1-

60 Nm + 90°

- Replace bolts after removal.



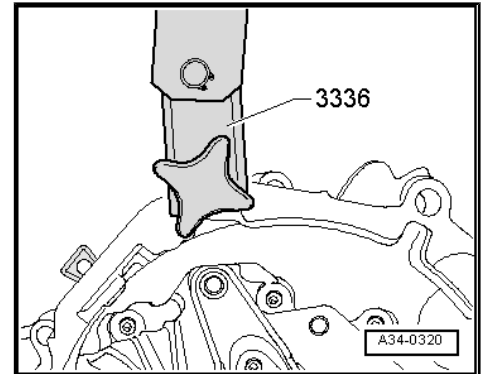
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3 Transporting the gearbox

Special tools and workshop equipment required

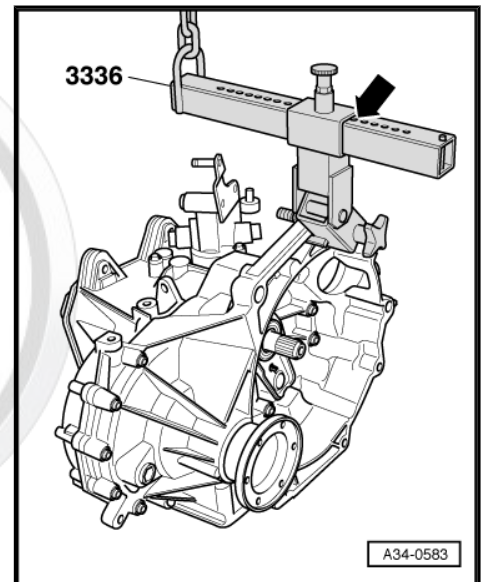
- ◆ Gearbox attachment device - 3336A-
- ◆ Workshop crane , e.g. -V.A.S 6100-
- Screw down gearbox suspension device - 3336A- onto clutch housing.



- Adjust supporting arm on sliding bracket with locking pin -arrow-.

Number of visible holes = 6.

- Raise gearbox with workshop crane and gearbox suspension device - 3336A- .



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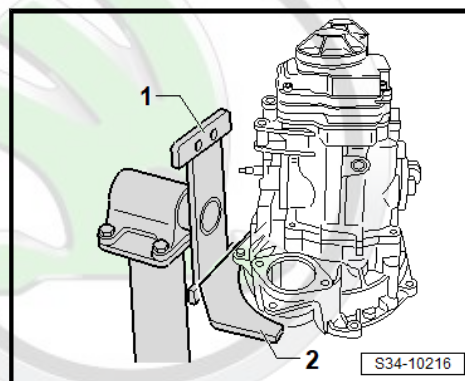
4 Attachment at engine and gearbox mount

Special tools and workshop equipment required

- ◆ Engine and gearbox support - VAS 6095- or -VW 313-
- ◆ Gearbox mount - VW 309A-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Catch pan

The removed gearbox can either be fixed on Engine and gearbox mounty - VAS 6095- or on Engine and gearbox mount - VW 313- using the above tools.

- Fasten the gearbox with gearbox mount - T30109 (VW 353)- -2- and -VW 309A- -1- on Engine and gearbox mount - VAS 6095- or -VW 313- .
- Place the catch pan under the gearbox.



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5 Gear oil

⇒ ["5.1 Checking gear oil level", page 125](#)

5.1 Checking gear oil level

Special tools and workshop equipment required

- ◆ Socket - T30023 (3357)-

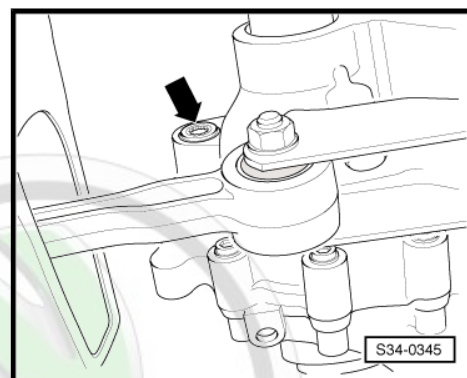
Gearbox oil specification ⇒ Electronic Catalogue of Original Parts .

Checking gear oil level

- Unscrew oil filler plug -arrow-.
- The oil is at the correct level if the gear is filled up to the lower edge of the oil filler hole.
- Screw in oil filler plug -arrow- and tighten to tightening torque ⇒ [page 125](#) .

Pour in gear oil

- Unscrew oil filler plug -arrow-.
- Pour in gear oil up to lower edge of the filler hole.
- Screw in plug -arrow-.
- Start engine, engage a gear and allow gearbox to rotate for about 2 minutes.
- Switch off engine, unscrew plug -arrow- and top up gear oil to lower edge of the filler hole.
- Screw in oil filler plug -arrow- and tighten to tightening torque ⇒ [page 125](#) .

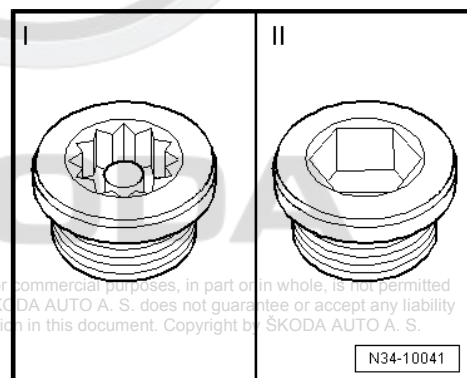


Different versions of oil filler plug and oil drain plug

I - Oil filler plug or oil drain plug with internal serration 24 Nm

II - Oil filler plug or oil drain plug with internal serration 32 Nm

- Loosen or tighten oil filler plug or oil drain plug with hexagon socket head with socket wrench insert - T30023 (3357)- .
- Assign oil filler plug or oil drain plug via the ⇒ Electronic Catalogue of Original Parts .



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6 Disassembling and assembling the gearbox

⇒ [“6.1 Schematic overview - Gearbox”, page 126](#)

⇒ [“6.2 Summary of components - Gearbox”, page 127](#)

⇒ [“6.3 Assembly overview - gearbox housing cover and 5th/6th gear”, page 128](#)

⇒ [“6.4 Summary of components - Shafts, differential gear and gearshift forks”, page 130](#)

⇒ [“6.5 Summary of components - Gearshift unit”, page 132](#)

⇒ [“6.6 Assembly overview - shift forks”, page 133](#)

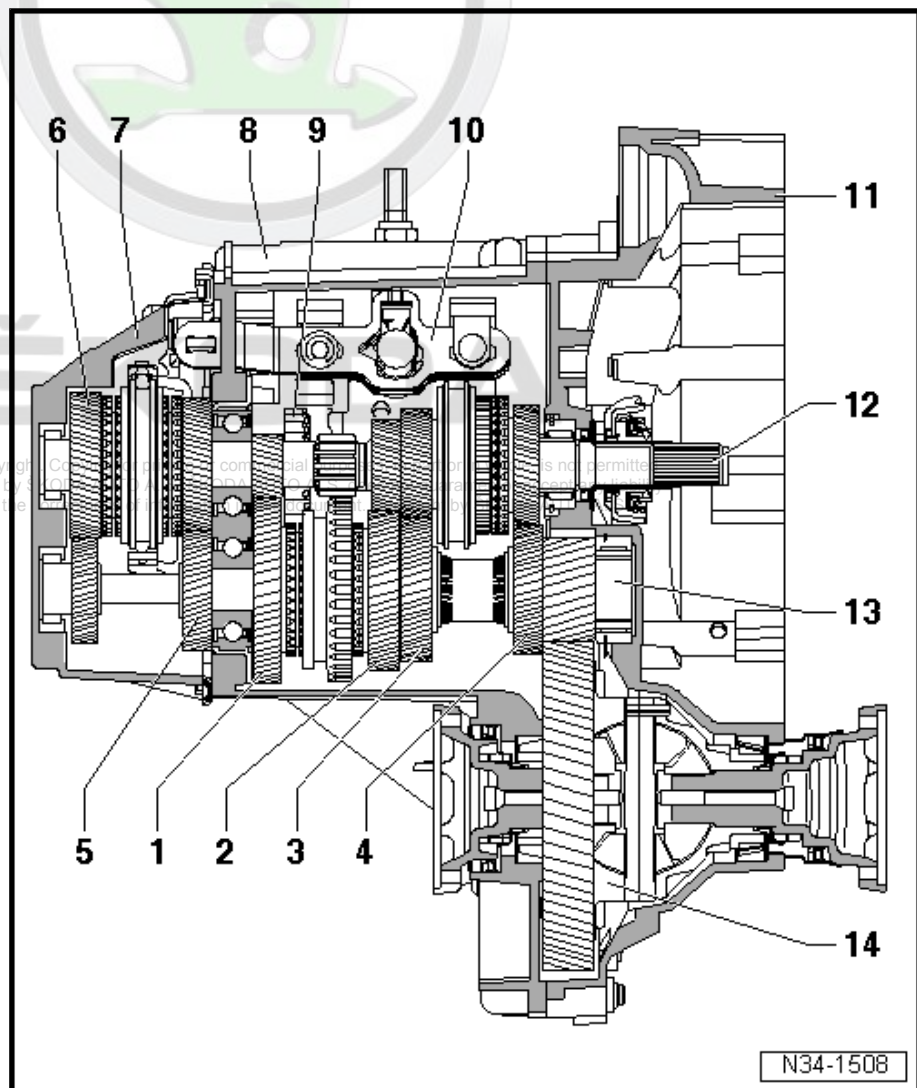
⇒ [“6.7 Repairing gearshift forks”, page 134](#)

⇒ [“6.8 Repairing gearshift unit”, page 135](#)

⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)

6.1 Schematic overview - Gearbox

- 1 - 1st gear
- 2 - 2nd gear
- 3 - 3rd gear
- 4 - 4th gear
- 5 - 5th gear
- 6 - 6th gear
- 7 - Cover for gearbox housing
- 8 - Gearbox housing
- 9 - Reverse gear
- 10 - Shift mechanism
□ (Gearshift forks)
- 11 - Clutch housing
- 12 - Drive shaft
- 13 - Output shaft
- 14 - Differential



N34-1508

6.2 Summary of components - Gearbox

I - Removing and installing gearbox housing cover and 5th/6th gear

⇒ [“6.3 Assembly overview - gearbox housing cover and 5th/6th gear”, page 128](#)

II - Detaching and attaching clutch housing

⇒ [“7.1 Summary of components - Clutch housing”, page 151](#)

III - Removing and installing the drive shaft, output shaft, differential gear and shift forks

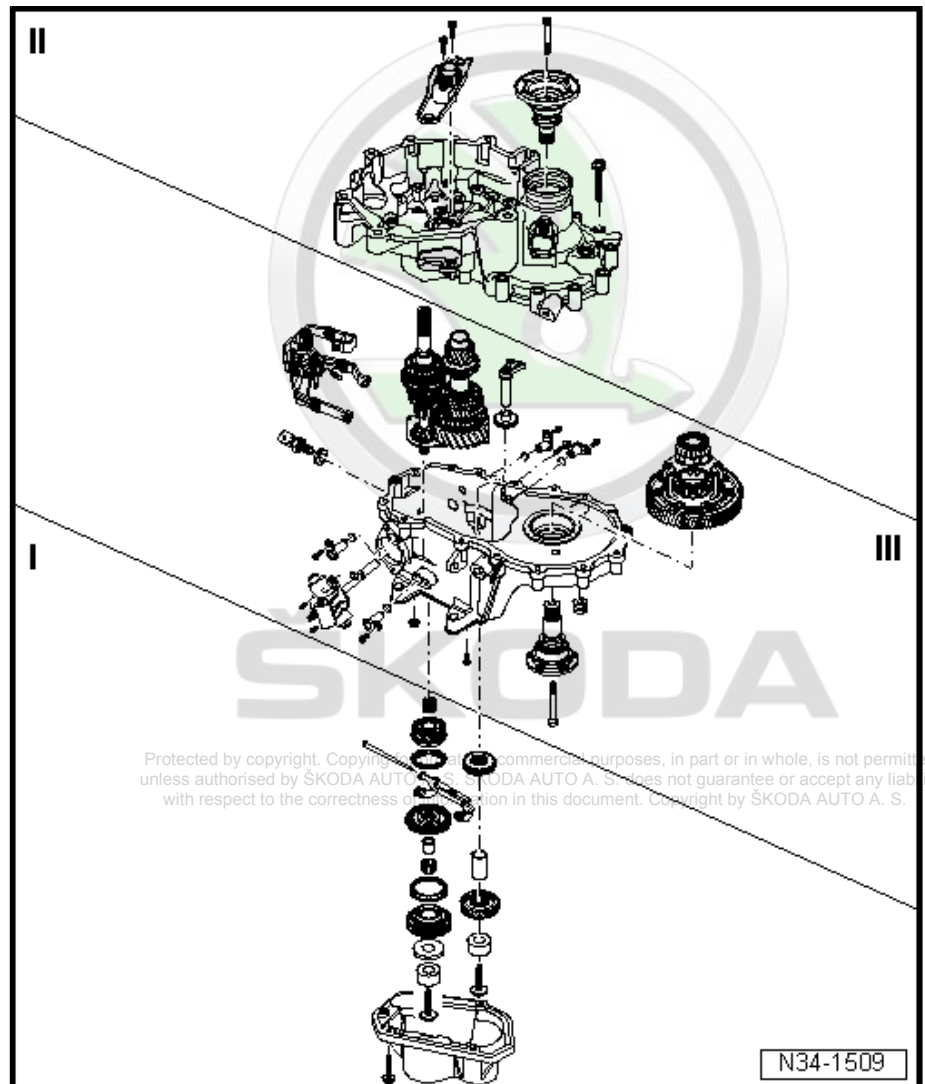
⇒ [“6.4 Summary of components - Shafts, differential gear and gearshift forks”, page 130](#)

III -

⇒ [“6.5 Summary of components - Gearshift unit”, page 132](#)

III -

⇒ [“6.6 Assembly overview - shift forks”, page 133](#)



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6.3 Assembly overview - gearbox housing cover and 5th/6th gear

1 - Gearbox housing

- ☐ repairing
⇒ ["7 Gearbox housing, clutch housing", page 151](#)

2 - 5th gear pinion

- ☐ Removing and installing
⇒ ["6.9 Disassembling and assembling the gearbox", page 136](#)
- ☐ Fitting position and press on ⇒ [page 146](#)

3 - Bushing

4 - 6th gear pinion

- ☐ Fitting position
⇒ [page 148](#)

5 - Inner ring for cylindrical-roller bearing

- ☐ for output shaft
- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of input shaft
- ☐ can be replaced separately

6 - Screw

- ☐ for output shaft
- ☐ Replace after disassembly
- ☐ M8 = 30 Nm + 90°
- ☐ M10 x 1 = 75 Nm + 45°

7 - Cover for gearbox housing

- ☐ with cylindrical-roller bearing for drive shaft and for output shaft
- ☐ repairing ⇒ ["7.3 Repairing gearbox housing cover", page 153](#)

8 - Screw

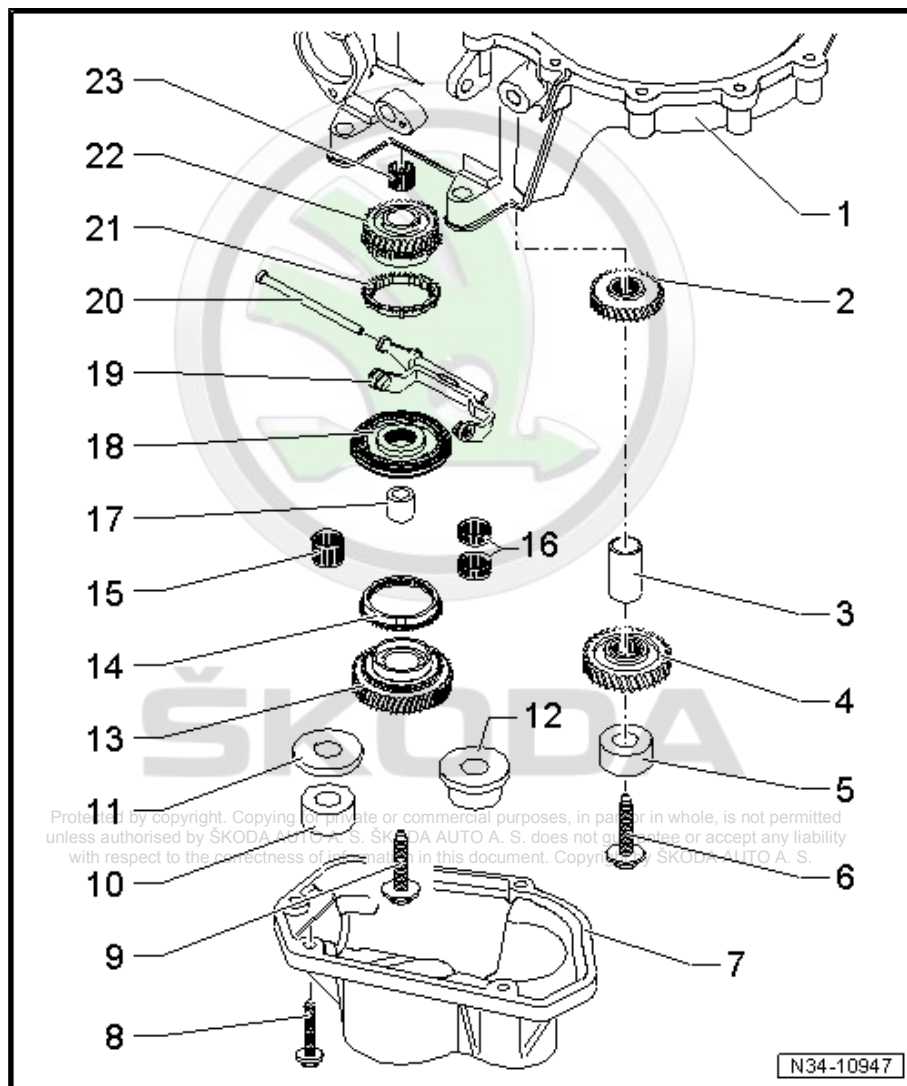
- ☐ Replace after disassembly
- ☐ 5 Nm + 90°

9 - Screw

- ☐ for drive shaft
- ☐ Replace after disassembly
- ☐ M8 = 30 Nm + 90°
- ☐ M10 = 75 Nm + 45°

10 - Inner ring for cylindrical-roller bearing

- ☐ for drive shaft
- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of output shaft
- ☐ can be replaced separately



11 - Thrust washer

12 - Inner ring/cylindrical-roller bearing with thrust washer

- ☐ for drive shaft
- ☐ present on certain gearboxes
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

13 - Sliding gear for 6th gear

14 - Synchroniser ring for 6th gear

15 - Needle bearing

- ☐ one-piece
- ☐ for 6th gear
- ☐ assign according to the ⇒ Electronic catalogue of original parts .
- ☐ replace together with bushing (Pos. 17)

16 - Needle bearing

- ☐ two-piece
- ☐ for 6th gear
- ☐ present on certain gearboxes
- ☐ assign according to the ⇒ Electronic catalogue of original parts .
- ☐ replace together with bushing (Pos. 17)

17 - Bushing

- ☐ for 6th gear needle bearing
- ☐ replace together with needle bearing (Pos. 15 or 16)

18 - Sliding sleeve with 5th and 6th gear synchronizer body

- ☐ Disassembling and assembling ⇒ [“1.2 Disassembling and assembling the drive shaft”, page 156](#)

19 - 5th/6th gear shift fork

20 - Bearing shaft

- ☐ for 5th/6th gear shift fork

21 - 5th gear synchronizer ring

- ☐ is damaged by the drive shaft when removing
- ☐ Replace after disassembly

22 - 5th gear sliding gear

23 - Needle bearing

- ☐ for 5th gear



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6.4 Summary of components - Shafts, differential gear and gearshift forks

1 - Differential

- ☐ Disassembling and assembling
⇒ [“2.2 Disassembling and assembling differential gear”, page 177](#)

2 - Gearbox housing

- ☐ repairing
⇒ [“7 Gearbox housing, clutch housing”, page 151](#)

3 - Oil drain plug

- ☐ Tightening torque
⇒ [page 125](#)
- ☐ different versions; assign via the ⇒ Electronic Catalogue of Original Parts

4 - Flange shaft with pressure spring

- ☐ Removing and installing
⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)
- ☐ complete
⇒ [“2 Differential”, page 174](#)

5 - Conical screw

- ☐ 25 Nm

6 - Screw

- ☐ to secure the bearing support with grooved ball bearings for the drive and output shaft
- ☐ Replace after disassembly
- ☐ 5 Nm + 90°

7 - Flanged nut

- ☐ for shift mechanism
- ☐ self-locking
- ☐ Replace after disassembly
- ☐ 23 Nm

8 - O-ring

- ☐ Replace after disassembly

9 - Bearing bolt

10 - Screw

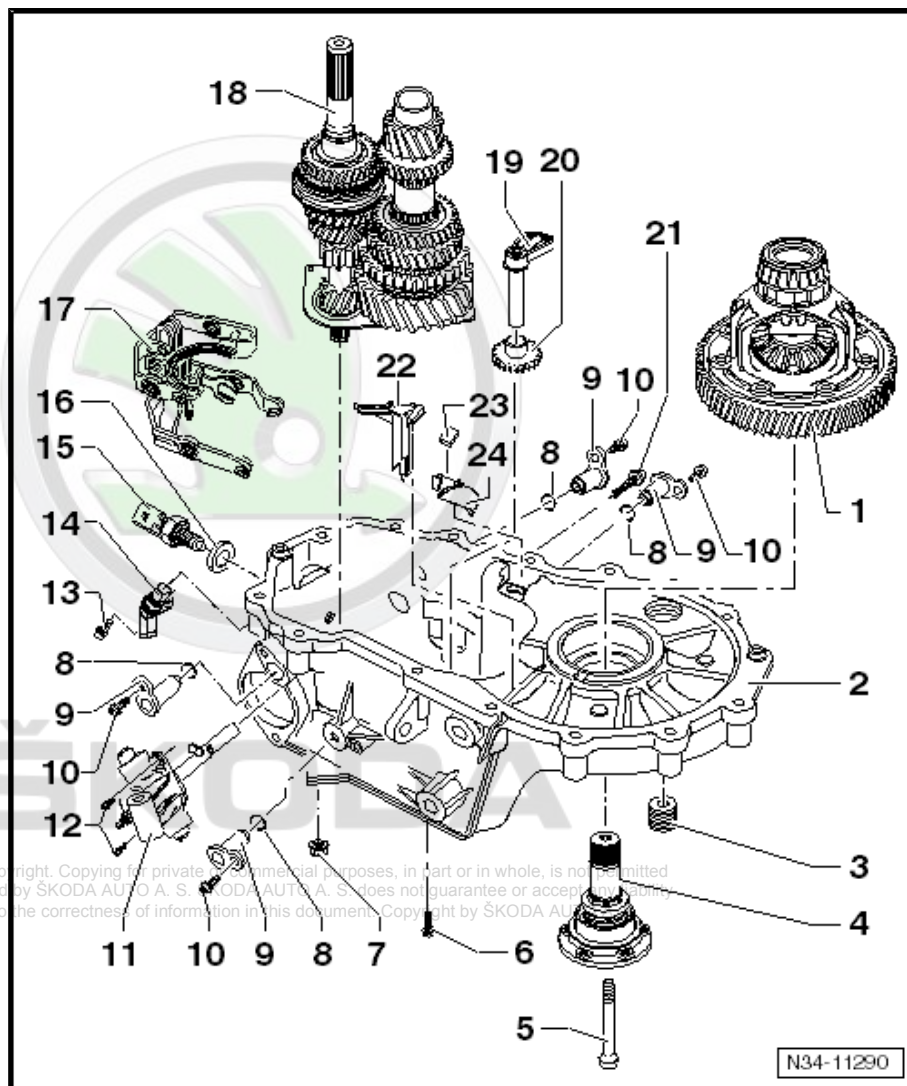
- ☐ Replace after disassembly
- ☐ 5 Nm + 90°

11 - Gearshift unit

- ☐ Disassembling and assembling ⇒ [“6.8 Repairing gearshift unit”, page 135](#)

12 - Screw

- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts



- ☐ 5 Nm + 90°
- 13 - Screw**
 - ☐ 6 Nm
- 14 - Gearbox neutral position transmitter - G701-**
 - ☐ on vehicles with start-stop system
- 15 - Reversing light switch - F4-**
 - ☐ 20 Nm
- 16 - Sealing ring**
 - ☐ Replace after disassembly
- 17 - Gearshift forks**
 - ☐ Disassembling and assembling ⇒ ["6.7 Repairing gearshift forks", page 134](#)
- 18 - Drive shaft and output shaft with bearing support for grooved ball bearings**
 - ☐ If the bearing support is released, it must always be replaced ⇒ Electronic Catalogue of Original Parts
 - ☐ pressing off and on bearing support ⇒ [page 157](#)
 - ☐ Disassembling and assembling the drive shaft
⇒ ["1.2 Disassembling and assembling the drive shaft", page 156](#)
 - ☐ Disassembling and assembling the output shaft
⇒ ["2.2 Disassembling and assembling the output shaft", page 166](#)
- 19 - Reverse shaft support**
- 20 - Reverse gear**
- 21 - Screw**
 - ☐ for reverse shaft support
 - ☐ Replace after disassembly
 - ☐ 25 Nm + 90°
- 22 - Oil drip pan**
- 23 - Magnet**
- 24 - Oil guide part**



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6.5 Summary of components - Gearshift unit

1 - Bushing

- ☐ for gearshift shaft
- ☐ extracting ⇒ [page 136](#)
- ☐ drive in ⇒ [page 136](#)

2 - Gearshift unit

- ☐ Gearshift shaft with cover
- ☐ replace jointly

3 - Locking angle

- ☐ for setting the gearshift mechanism
- ☐ removing ⇒ [page 135](#)
- ☐ drive in (install) ⇒ [page 136](#)

4 - Relay lever

- ☐ Removing and installing ⇒ ["1.9 Repairing shift mechanism", page 85](#)
- ☐ Fitting position ⇒ [page 86](#)
- ☐ Apply grease ⇒ [page 86](#)
- ☐ Release cable lock ⇒ [page 87](#)
- ☐ Press on cable lock ⇒ [page 88](#)

5 - Retaining clip

6 - Sealing ring

- ☐ Replace ⇒ ["1.13 Replace the gasket ring of the gearshift shaft", page 91](#)

7 - Cap

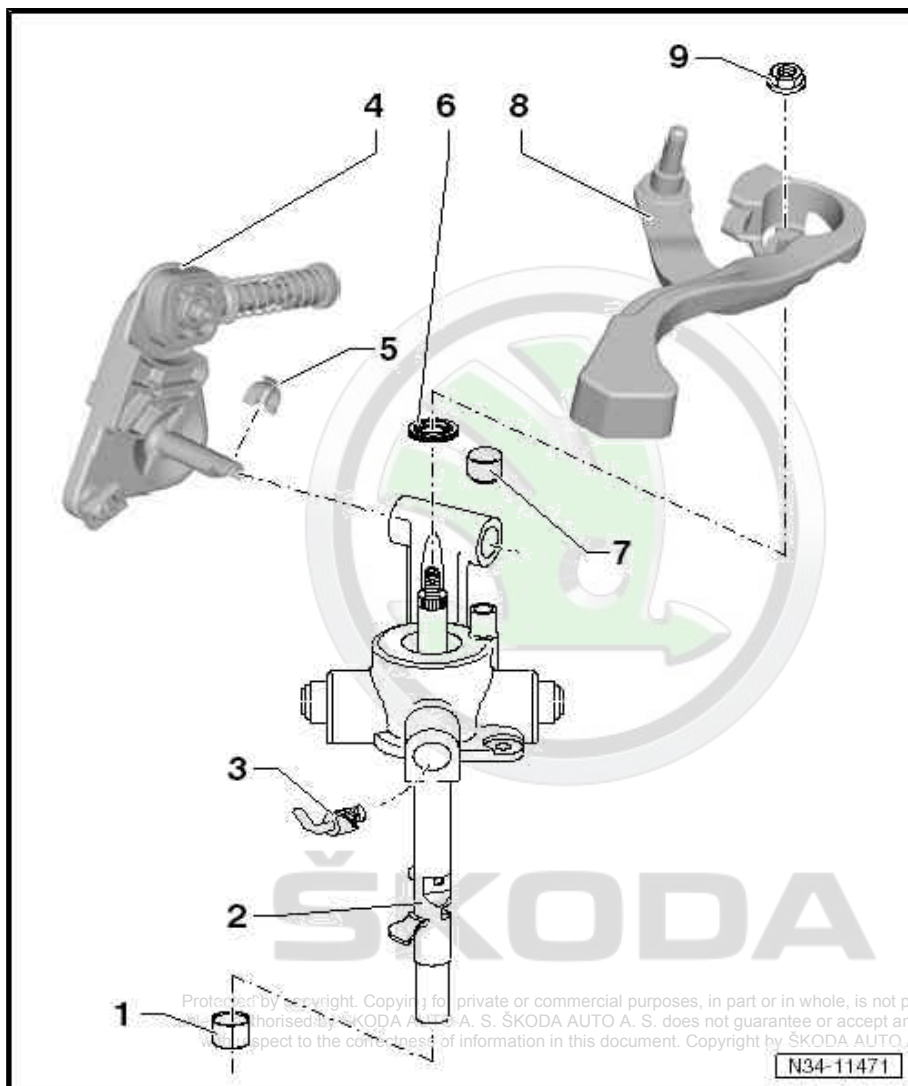
- ☐ for gearbox bleeder

8 - Gearshift lever

- ☐ Display may vary from original part
- ☐ Can be renewed with the selector mechanism installed
- ☐ Fitting position and install ⇒ [page 85](#)
- ☐ Apply grease ⇒ [page 85](#)

9 - Nut

- ☐ self-locking
- ☐ Replace after disassembly
- ☐ 23 Nm



6.6 Assembly overview - shift forks

1 - Gearshift fork group with shift rails

- ☐ The gearshift fork group does not have to be disassembled for the disassembly and assembly of the shift segments, clamping plates and possibly of the angular ball bearings.

2 - 3rd/4th gear shift segment

- ☐ It must still be possible to rotate the shift segment freely once fitted
- ☐ Identification ➔ [page 134](#)

3 - Ball bearing

- ☐ 4 pieces
- ☐ removing ➔ [page 135](#)
- ☐ installing ➔ [page 135](#)

4 - Circlip

- ☐ Replace after disassembly
- ☐ removing ➔ [page 134](#)
- ☐ installing ➔ [page 135](#)

5 - 1st/2nd gear shift segment

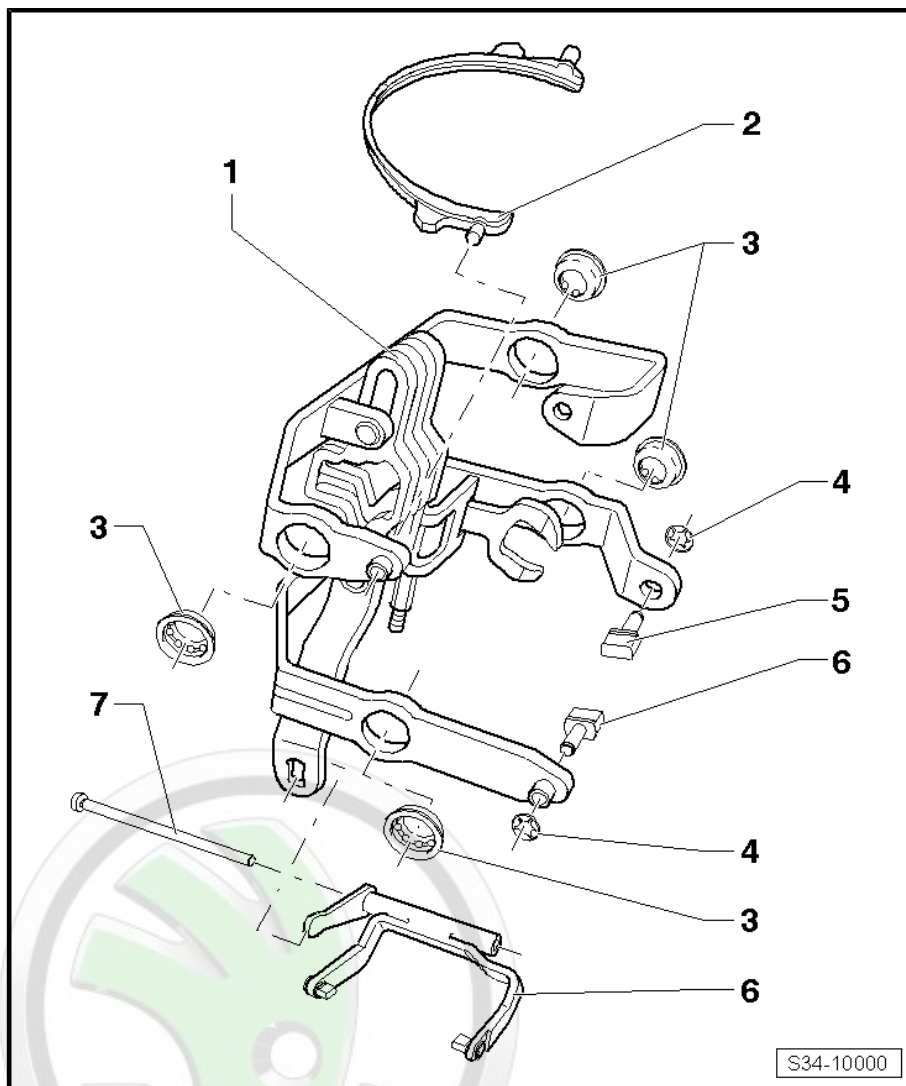
- ☐ Gearshift fork with shift segment ➔ [page 134](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted

6 - 5th/6th gear shift fork with shift segments

- ☐ Shift segments are connected inseparably with the gearshift fork
- ☐ Identification ➔ [page 134](#)

7 - Bearing shaft

- ☐ for 5th/6th gear shift fork



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6.7 Repairing gearshift forks

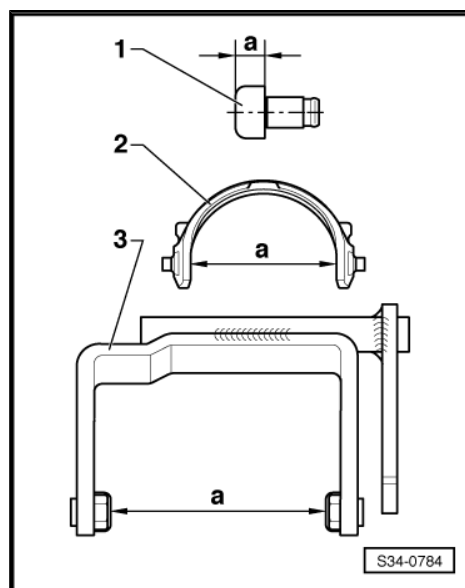
Special tools and workshop equipment required

- ◆ Release tool - T10236-
- ◆ Driver - MP1-304 (10-206)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Distance sleeve - MP3-458/2 (VW 472/2)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Assembly device - T30100 (3290)-
- ◆ Assembly device - MP5-402 (3301)-

Identification of shift segments and 5th/6th gear shift fork with shift segments

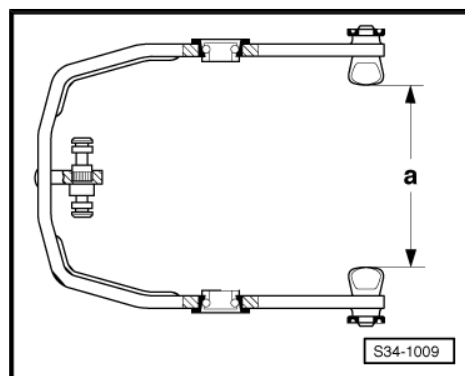
Dimension -a-

- 1 - Shift segments 1st/2nd gear = 10.2 mm
- 2 - Shift segment 3rd/4th gear = 78.6 mm
- 3 - 5th/6th gear shift fork with shift segments = 79.5 mm



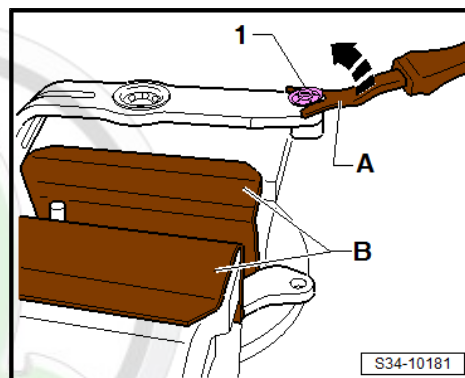
1st/2nd gear shift fork with shift segments

Dimension -a- = 75 mm



Removing the circlip

- A - Release tool - T10236-
- B - -Vice protection jaws-
- Secure the shift fork in a vice fitted with protective jaws -B-.
- Lift off the circlip -A- in the direction of the arrow.



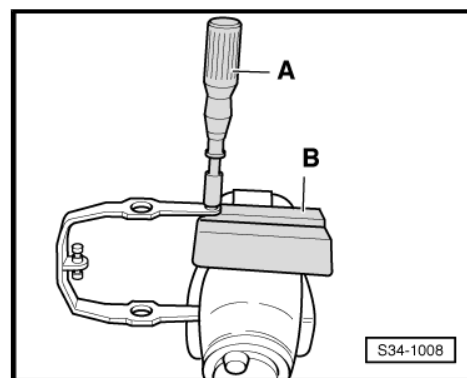
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Fitting the circlip

- Press the circlip with a handle wrench -A- into the slot of the shift segment.
- It must still be possible to rotate the shift segment freely once the circlip has been fitted.

A - Handle wrench, wrench size 10 mm

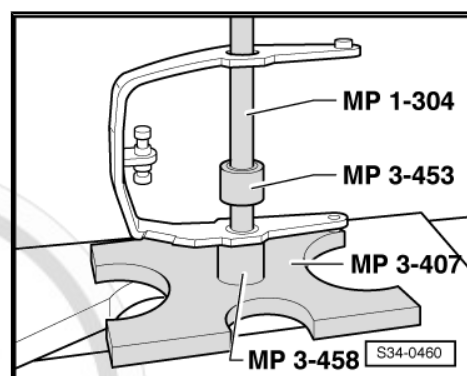
B - Protective jaws



Removing the angular ball bearing

Tools: Driver - MP1-304 (10-206)- . Pressure piece - MP3-453 (VW 431)- . Pressure plate - MP3-407 (VW 402)- . Spacer sleeve - MP3-458/2 (VW 472/2)-

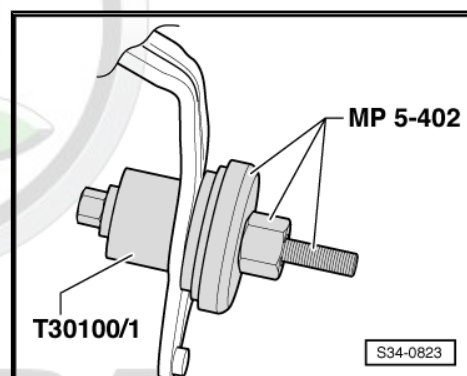
- Do not bend the shift forks when removing and installing the angular ball bearings.



Insert the angular ball bearing up to the stop into the gearshift fork

Tools: Assembly tool - T30100 (3290)- ; Assembly tool - MP5-402 (3301)-

- The recess in the thrust piece - T30100/1- points towards the ball bearing.



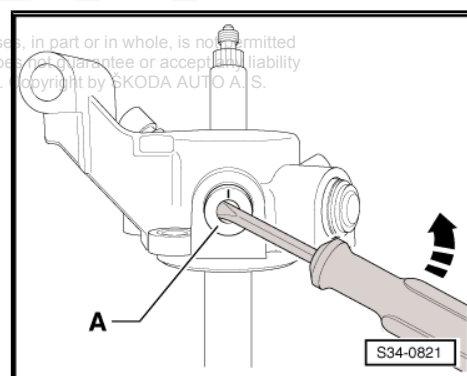
6.8 Repairing gearshift unit

Special tools and workshop equipment required

- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Pressure spindle - T10203-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Centering mandrel - MP3-463 (12-551)-
- ◆ Sealant - AMV 188 200 03-

Remove locking bolt -A- from gearshift cover

- Remove the outer part of the locking bolt.
- Carefully lever out locking bolt with a screwdriver.

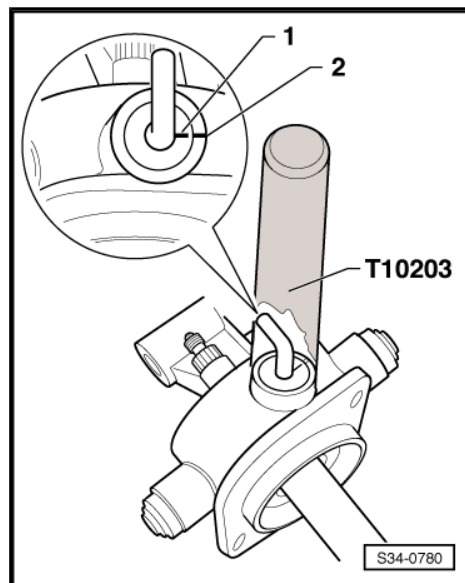




Drive locking bolt into gearshift cover

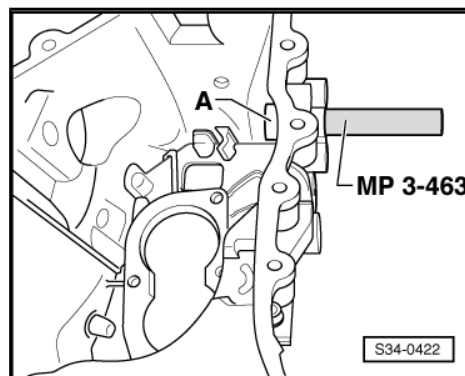
Fitting position:

The marking -1- points towards the marking -2- on the gearshift cover.



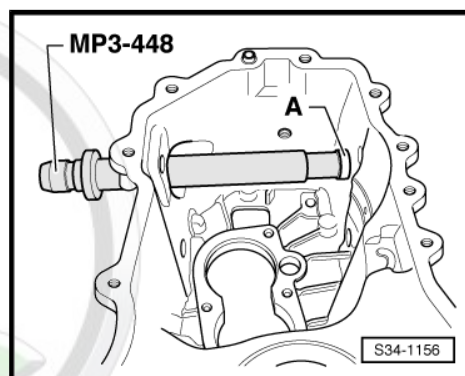
Drive out the bushing -A- for the gearshift shaft

Tools: Centring mandrel - MP3-463 (12-551)-



Drive in the bushing -A- for the shift rod up to the stop

Tools: Pressure spindle - MP3-448 (VW 408A)-



6.9 Disassembling and assembling the gearbox

Special tools and workshop equipment required

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pipe section - MP3-409 (VW 418A)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Guide bolt - T10079-
- ◆ Thrust piece - T10080-

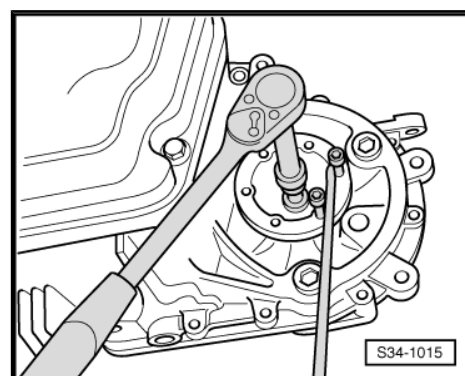
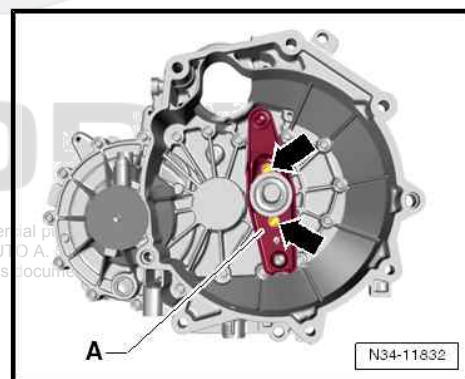
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- ◆ Base - T10083-
- ◆ Supporting plate - T10083/1-
- ◆ Adapter - T10235-
- ◆ Thrust piece - T10375-
- ◆ Extractor - T10309A-
- ◆ Pipe section - T10309A/2-
- ◆ Insert with thread - T10309A/3-
- ◆ Threaded insert - T10309A/4-
- ◆ Adapter - T10309A/5-
- ◆ Thrust washer - 3074-
- ◆ Two-arm extractor e. g. -VAS 251 007- or -Kukko 204-2-
- ◆ Three-arm extractor e. g. -VAS 251 203- or -Kukko 30-1-
- ◆ Two-arm extractor e. g. -VAS251 001- or -Kukko 20-10-
- ◆ Hot-air blower - V.A.G 1416-
- ◆ Sealant - AMV 188 200 03-
- ◆ Hexagon socket head bolt - M8 x 15-

Removing and installing cover for gearbox housing, clutch housing, gearshift shaft with gearshift cover, drive shaft, output shaft, differential and gearshift mechanism

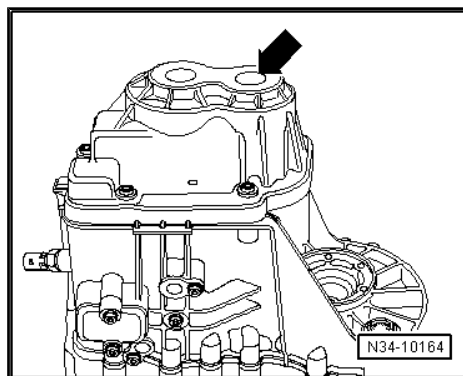
Disassembling gearbox

- Secure the gearbox in the engine and gearbox mount
⇒ ["4 Attachment at engine and gearbox mount", page 124](#) .
- Place catch pan underneath.
- Drain out gear oil ⇒ ["5 Gear oil", page 125](#) .
- Remove clutch release lever -A- together with release bearing and guide sleeve
⇒ ["1.13 Repairing the clutch release mechanism", page 46](#) .
- Release fixing screw for right flange shaft.
- To do so secure the flange shaft e.g. with the assembly lever to prevent it from turning.
- Pull out the right flange shaft together with pressure spring, stop disc and conical ring.



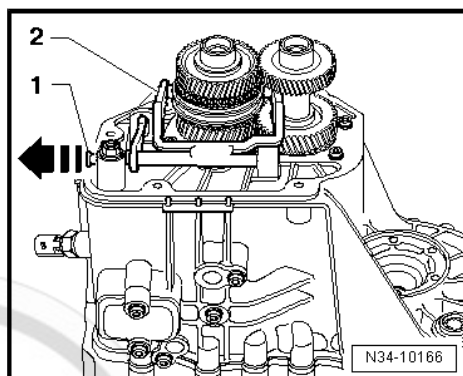


- Unscrew the cover -arrow- for the gearbox housing carefully remove.



- Pull out the bearing bolt -1- for the 5th/6th gear shift fork -2- in -direction of arrow- and remove gearshift fork.

Loosen screws for inner rings of the bearing on the input and output shaft



- To loosen the screws -A- for the inner bearing rings of the input and output shafts, the two shafts must be blocked by inserting the 5th and 1st gears.
- First, insert the 5th gear -Arrow 1-, then the 1st gear -Arrow 2- and -Arrow 3- Insert.

Now you will be able to undo the screws for the inner rings of the bearing on the input and output shaft -A-.

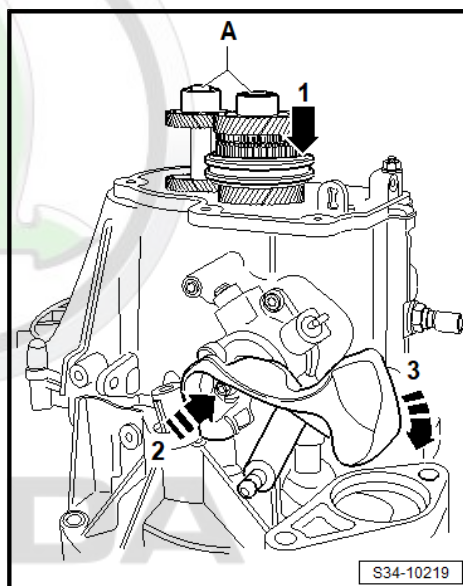
- Loosen and remove screws -A- for inner rings of the bearing on the input and output shaft.
- If the shafts are not replaced, carefully clean the threaded holes e.g. using a screw-tap in order to remove locking agent residues.

Remove the 6th gear pinion.

The 6th gear is removed with the three-armed puller , e.g., B. - VAS 251 203- or -Kukko 30-1- .

This can also be removed with the two-armed puller , e.g., B. - VAS 251 007- or -Kukko 204-2- up to the stop on the spindle and then with the three-armed puller , e.g., B. - VAS 251 203- or -Kukko 30-1- if required.

If necessary, heat the gear pinion using the hot-air blower - V.A.G 1416- .

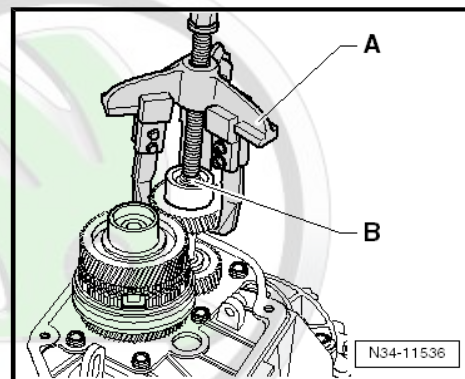


Remove 6th gear pinion with inner ring/cylindrical-roller bearing for output shaft

A - Three-arm extractor e. g. -VAS 251 203- or -Kukko 30-1-

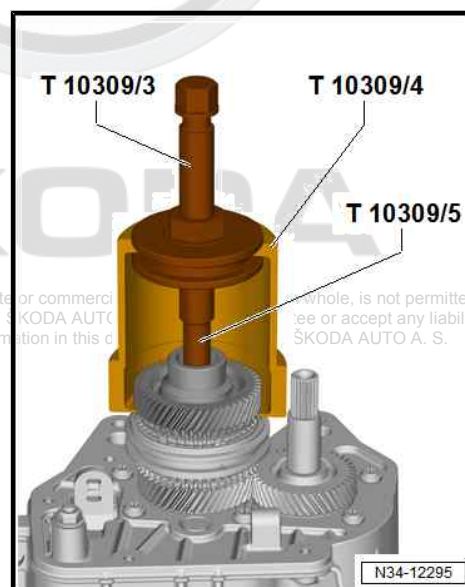
B - Hexagon socket head bolt - M8 x 15-

- Observe the sequence when removing the following components:
- Remove the 6th gear with inner ring for cylindrical-roller bearings for drive shaft.
- Pull off 5th/6th gear synchroniser body with inner ring for 6th gear needle bearing.

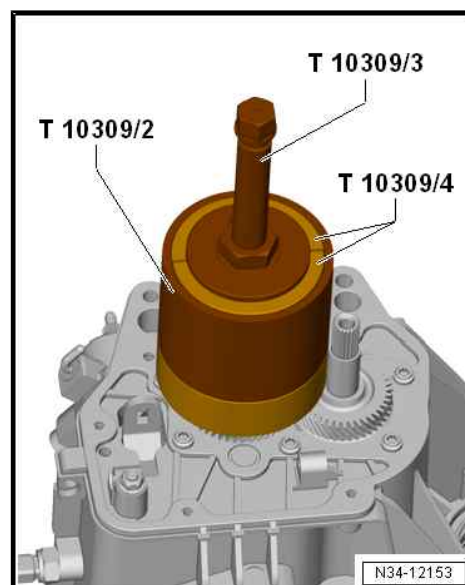


Remove the 6th gear sliding gear with inner ring for cylindrical-roller bearings for drive shaft

- First mount the half-shell - T10309A/4- .
- The shell must be arranged under the 6th gear wheel.
- The shell must be pressed into the end position if required.
- Attach adapter - T10309A/5- as shown.
- Insert threaded insert into the shell - T10309A/3- and pre-tension slightly.



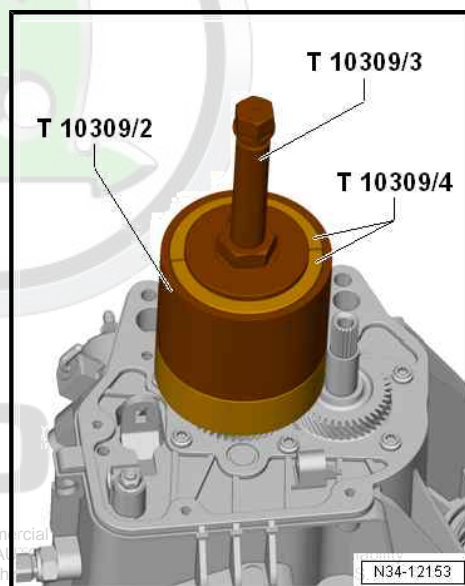
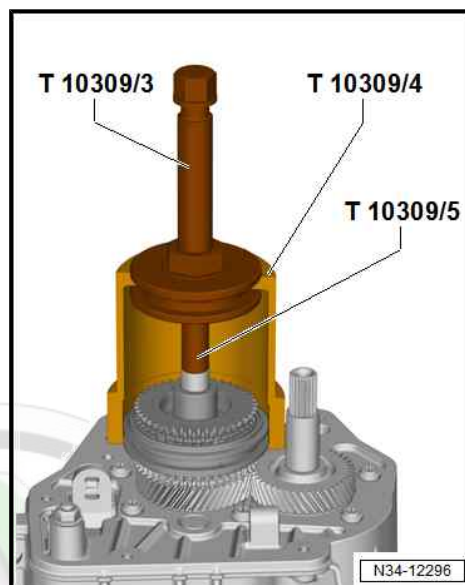
- Install the second part of the shell and mount the pipe section - T10309A/2- onto the device.
- Remove the 6th gear sliding gear with inner ring for cylindrical-roller bearings for drive shaft.





Pull off 5th/6th gear synchroniser body with inner ring for 6th gear needle bearing.

- First mount the half-shell - T10309A/4- .
 - The shell must be arranged underneath the synchroniser ring.
 - The shell must be pressed into the end position if required.
 - Attach adapter - T10309A/5- as shown.
 - Insert threaded insert into the shell - T10309A/3- and pre-tension slightly.
-
- Install the second part of the shell and mount the pipe section - T10309A/2- onto the device.
 - Pull off 5th/6th gear synchroniser body with inner ring for 6th gear needle bearing.
 - The synchronizer ring for the 5th gear must always be replaced after it is detached.
 - Remove the 5th gear sliding gear.



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- Undo fixing screw for flange shaft -1-.
- To remove the flange shaft, screw in 2 bolts and counterhold them using the tyre iron.
- Remove the bushing -2- and the 5th °gear sliding gear with needle bearing -4-.
- Unscrew hexagon collar nut -5- for shift mechanism (fitting of the reverse gear).
- Release the fixing screws -6- for the bearing support of the drive shaft and output shaft.

The 5th gear pinion -3- can be removed by hand:

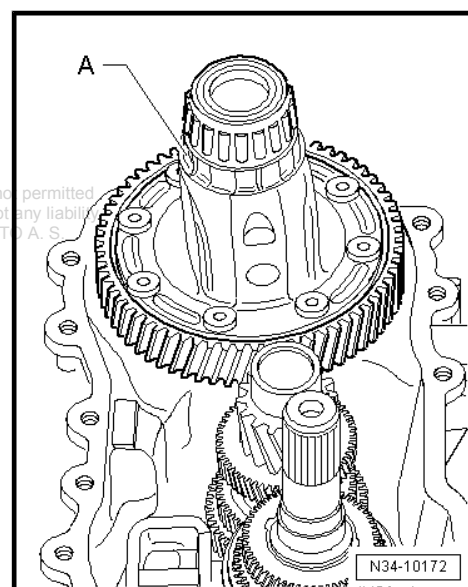
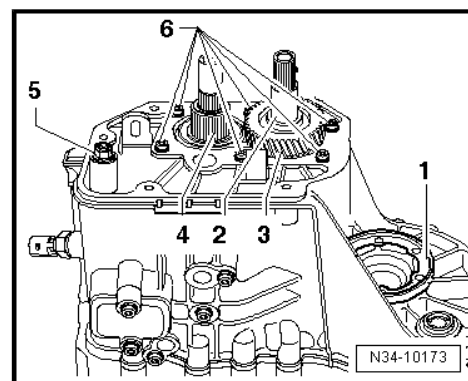
- Remove the 5th gear pinion -3-.

The 5th gear pinion -3- cannot be removed by hand:

The 5th gear pinion -3- is later removed when removing the bearing support for the grooved ball bearings ⇒ [page 157](#) .

Continued for all versions

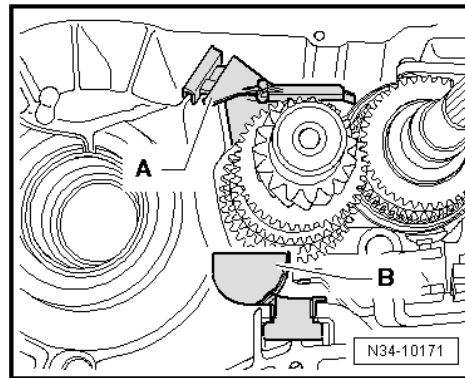
- Then turn the gearbox in the assembly stand with the clutch housing upwards.
- Release fixing screws, that serve to secure the gearbox housing from the clutch housing.
- Carefully release the clutch housing from the projecting housing lands.
- Make sure the sealing surfaces are not damaged in the process.
- When removing, the clutch housing must not tilt so that the roller bearing and the bearing assembly on the drive shaft and the output shaft are not damaged.
- Remove the differential gear -A- from the gearbox housing.



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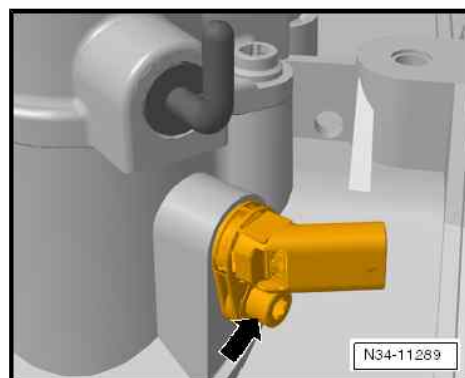


- Remove the oil drip pan -A- and the oil guide part -B- with the solenoid from the gearbox housing.



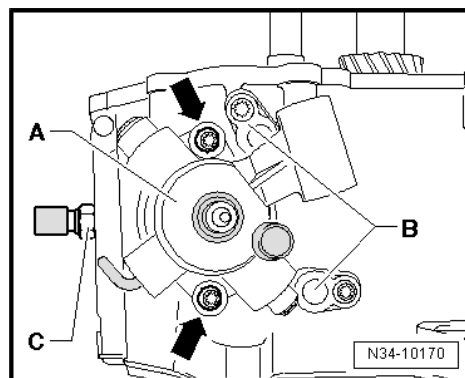
Vehicles with start-stop system

- Remove transmission neutral sender - G701- -arrow-.



Continued for all vehicles

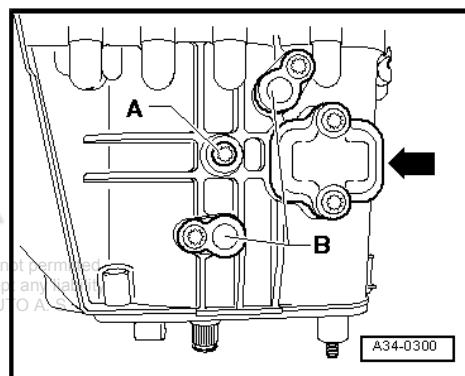
- To remove the gearshift shaft, it must first be moved into idle position.
- Unscrew screws -arrows- and remove gearshift shaft with cover -A-.
- Remove the bearing pins -B- at the top of the gearbox.
- Unscrew the reversing lights switch - F4- -C-.



- Unscrew screw -A- for securing the reverse wheel shaft.
- Remove the bearing pins -B- at the gearbox bottom side.

The screw cap -arrow- is not to be dismantled when disassembling the gearbox.

The 5th gear pinion can be removed by hand:



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- Press off the input and output shaft together with the bearing support, gearshift mechanism (shift forks) and reverse gear.

A - Thrust piece - T10080-

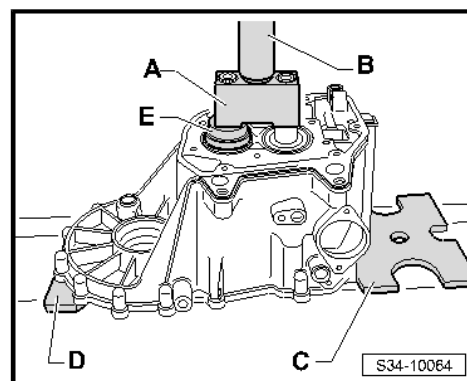
B - Pressure spindle - MP3-423 (VW 407)-

C - Pressure plate - MP3-406 (VW 401)-

D - Pressure plate - MP3-407 (VW 402)-

E - Thrust washer - 3074-

- Position the gearbox housing in such a way that the dowel sleeves in the gearbox housing are not damaged.
- During the pressing off procedure, also request the assistance of second mechanic to prevent components from falling.



The 5th gear pinion cannot be removed by hand:

- Press off the drive shaft and output shaft together with the 5th gear pinion -1-, bearing support, shift mechanism (shift forks) and reverse gear.

A - Thrust piece - T10080-

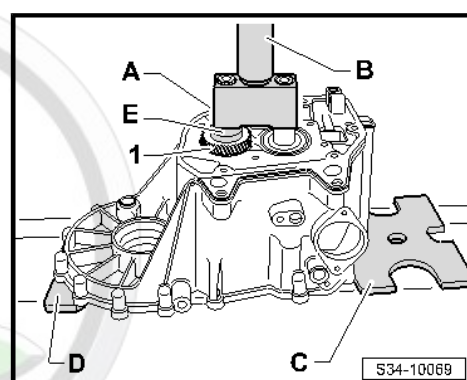
B - Pressure spindle - MP3-423 (VW 407)-

C - Pressure plate - MP3-406 (VW 401)-

D - Pressure plate - MP3-407 (VW 402)-

E - Thrust washer - T10375-

- Position the gearbox housing in such a way that the dowel sleeves in the gearbox housing are not damaged.
- During the pressing off procedure, also request the assistance of second mechanic to prevent components from falling.
- Pressing off the drive and output shafts from the bearing support with grooved ball bearings and 5th gear pinion
⇒ [page 157](#) .



Assembling gearbox

The gearbox can be fitted after carrying out the following work steps:

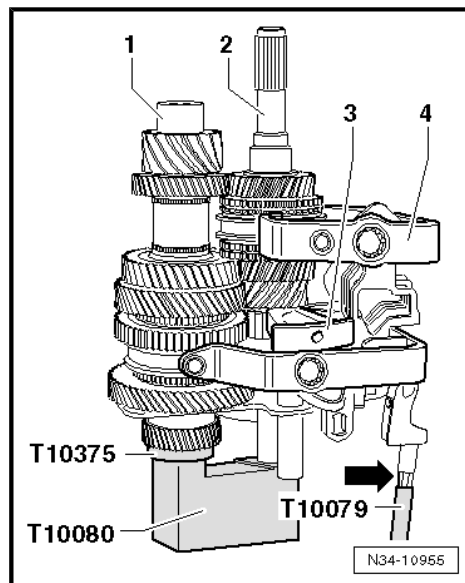
- The drive and output shaft must be pressed into the bearing support for grooved ball bearings ⇒ [page 161](#) .
- The sleeve of the 5th gear sliding gear needle bearing must be pressed onto the drive shaft ⇒ [page 161](#) .

If the 5th gear pinion has not been removed:



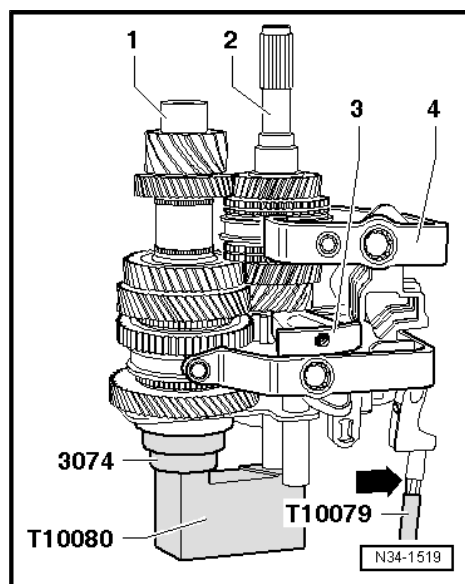
- Place the assembled components drive shaft -2-, output shaft -1- with bearing support for grooved ball bearings in the attachment - T10080- .
- Underlay the 5th gear pinion with the thrust washer - T10375- .
- Insert the gearshift mechanism (shift forks) -4- in the sliding sleeves of the shaft.
- Insert the shaft for reverse gear -3- with the reverse gear.
- Screw guide bolt - T10079- to the fitting of the reverse gear -arrow-.

When the 5th gear pinion has been removed



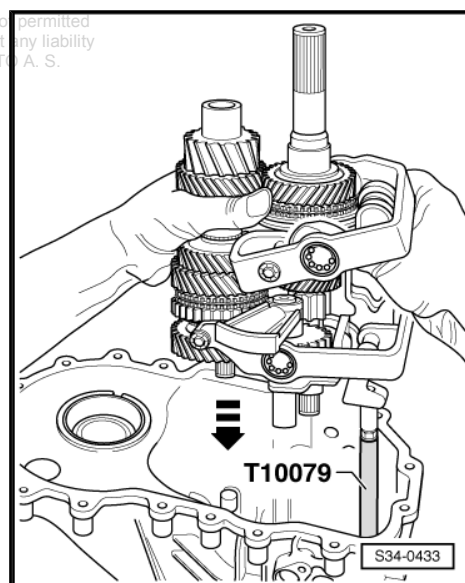
- Place the assembled components drive shaft -2-, output shaft -1- with bearing support for grooved ball bearings in the attachment - T10080- .
- Underlay the output shaft -1- with the thrust washer - 3074- .
- Insert the gearshift mechanism (shift forks) -4- in the sliding sleeves of the shaft.
- Insert the shaft for reverse gear -3- with the reverse gear.
- Screw guide bolt - T10079- to the fitting of the reverse gear -arrow-.

Continued for all versions



- Insert the components together into the gearbox housing, by passing the guide bolt - T10079- through the fixing holes of the gearshift mechanism in the gearbox housing.
- Unscrew guide bolt - T10079- .

Check the following before pressing in the bearing support:



- To click in the shift forks into the sliding sleeves correctly.
- Check the dimension -a- at the toothing of the output shaft.

The drive shafts of the individual gearboxes have different lengths due to the different heights of the serration, dimension -a-.

In order to press in the drive shaft and the output shaft at the same time, a 3 mm thick washer - T10083/1- must be positioned onto the drive shaft, if necessary.

Therefore, the dimension -a- of the output shaft serration must be measured.

- If dimension -a- is = 30,6 mm, the insertion pad - T10083/1- must be used during pressing.
- Fit the washer - T10083/1- onto the drive shaft and carefully press in the bearing support together with the drive shaft and the output shaft up to the stop.

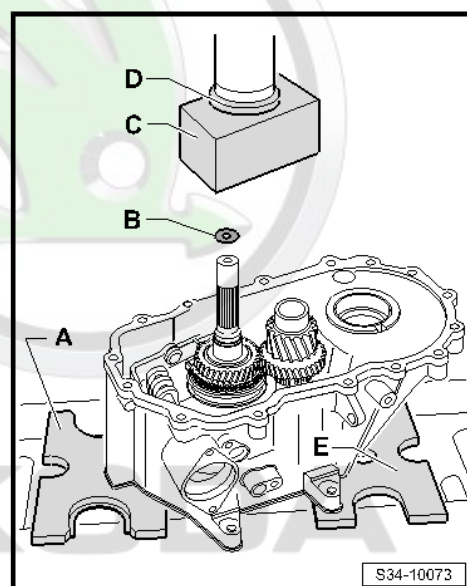
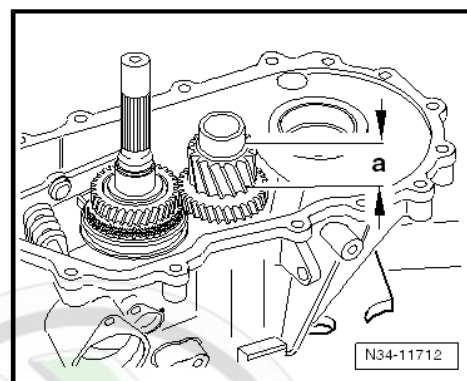
A - Pressure plate - MP3-407 (VW 402)-

B - Thrust plate - T10083/1-

C - Press-in base - T10083-

D - Pressure spindle - MP3-408 (VW 412)-

E - Pressure plate - MP3-406 (VW 401)-



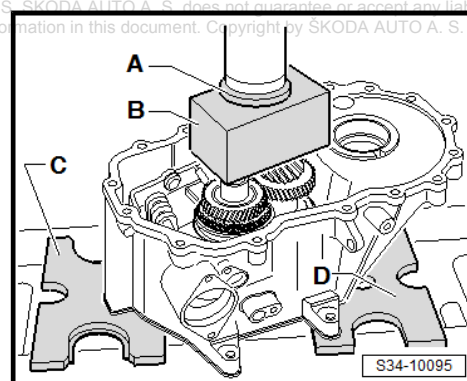
- Carefully press on the bearing support with the drive and output shaft up to the arrester.

A - Pressure spindle - MP3-408 (VW 412)-

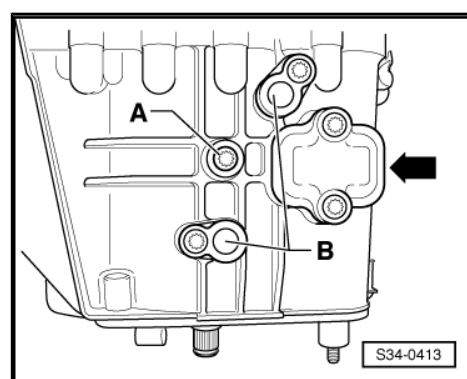
B - Press-in base - T10083-

C - Pressure plate - MP3-407 (VW 402)-

D - Pressure plate - MP3-406 (VW 401)-

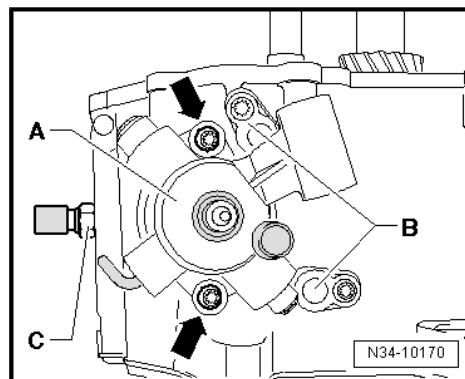


- Tighten screw -A- for reverse wheel shaft.
- Install the bearing pins -B- at the bottom of the gearbox.





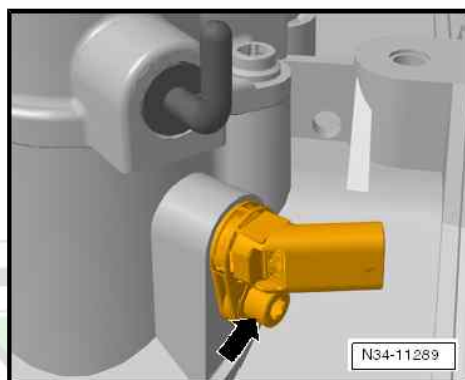
- Screw on the reversing lights switch - F4- -C-.
- Install the bearing pins -B- at the top of the gearbox.
- Put the gearshift forks into Neutral.
- Apply sealant - AMV 188 200 03- uniformly on the sealing surfaces of the cover.
- Install gearshift shaft with cover -A- and tighten the screws -arrows-.



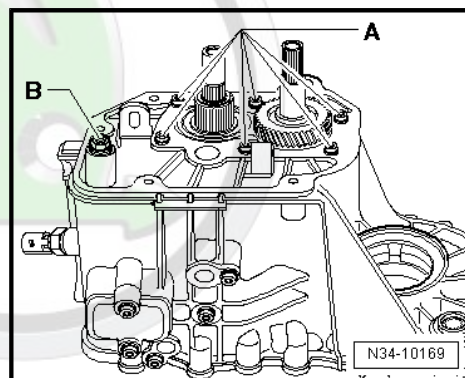
Vehicles with start-stop system

- Install transmission neutral sender - G701- -arrow-.

Continued for all vehicles



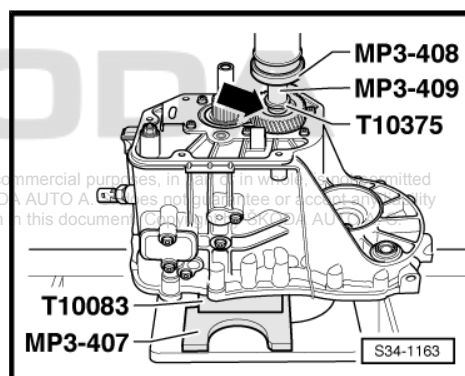
- Use new screws -A- for installing the bearing support to the drive shaft and output shaft.
- Gradually tighten the screws -A- starting from the middle and crosswise.
- Screw in hexagon collar nut -B- for the gearshift mechanism (shift forks).
- Insert the drive and output shafts together with the gearbox housing in the insert base - T10083- .



Fitting position press on 5th °gear pinion and 5th °gear pinion

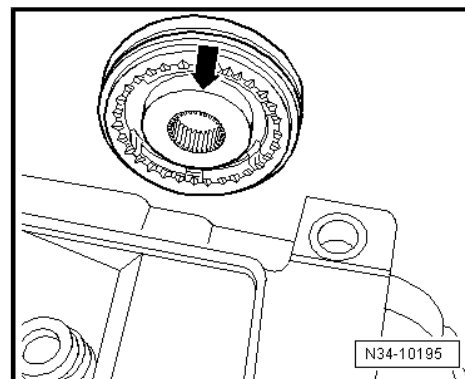
Tools: Pressure spindle - MP3-408 (VW 412)- . Pipe section - MP3-409 (VW 418A)- . Thrust washer - T10375- . Insertion base - T10083- . Pressure plate - MP3-407 (VW 402)-

- The highest collar -arrow- points to the gearbox housing cover.
- Press on the 5th°gear pinion.
- Mount the 5th gear sliding gear with needle bearing.
- Position the 5th gear synchronizer ring on the sliding gear.



Fitting position of the 5th/6th gear synchronizer body/sliding sleeve

- The high collar -arrow- points to the 5th °gear and to the gear-box housing.



- Press on the synchronizer body/5th/6th °gear sliding sleeve.

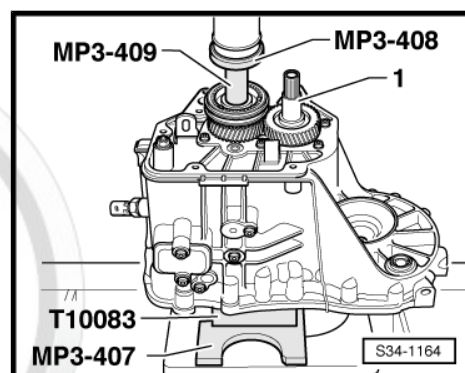
Tools: Pressure spindle - MP3-408 (VW 412)- . Pipe section - MP3-409 (VW 418A)- . Insertion base - T10083- . Pressure plate - MP3-407 (VW 402)-

- Mount bushing -1- onto the 5th °gear pinion.



WARNING

Wear protective gloves!



- Heat the inner ring for the 6th gear needle bearing to max. 100 °C and press on.

A - Pipe section - MP3-409 (VW 418A)-

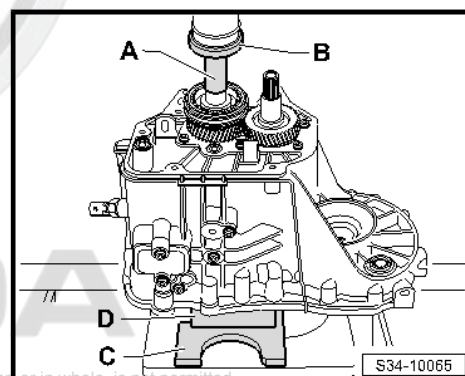
B - Pressure spindle - MP3-408 (VW 412)-

C - Pressure plate - MP3-407 (VW 402)-

D - Press-in base - T10083-

- Mount the 6th °gear sliding gear with needle bearing and synchronizer ring.

- Place on the thrust washer -A-.



WARNING

Wear protective gloves!

- Heat the inner ring for the cylindrical-roller bearing -2- to max. 100 °C and press onto the output shaft.

A - Pressure plate - MP3-407 (VW 402)-

B - Press-in base - T10083-

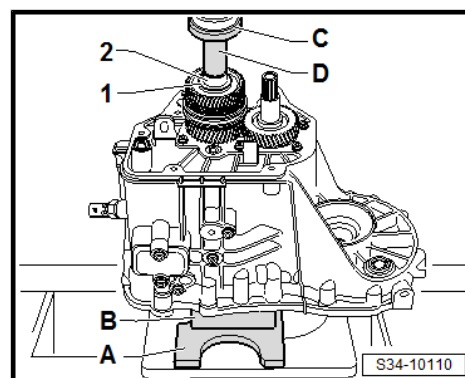
C - Pressure spindle - MP3-408 (VW 412)-

D - Pipe section - MP3-409 (VW 418A)-

- Do not interchange inner rings/cylindrical-roller bearings for input and output shafts.

- On certain gearboxes, the thrust washer -1- and the inner ring/ cylindrical-roller bearing -2- are combined in one component part.

- Then they can only be pressed on together.





Fitting position of the 6th gear pinion:

A - Pipe section - MP3-409 (VW 418 A)-

B - Pressure spindle - MP3-408 (VW 412)-

C - Press-in base - T10083-

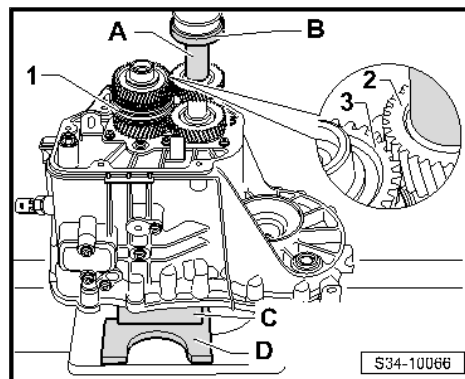
D - Pressure plate - MP3-407 (VW 402)-

- The high collar points to the bushing.
- Shift the sliding sleeve -1- for 5th/6th gear into idle position so that the 6th gear sliding gear can turn when pressing on the 6th gear pinion.



WARNING

Wear protective gloves!



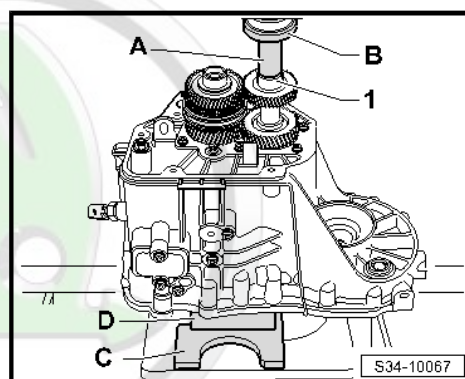
- Heat the 6th gear pinion to max. 100 °C.
- Press on 6th gear sliding gear, while doing so ensure that the serration of the pinion -2- for the 6th gear and the 6th gear sliding gear -3- are in mesh.
- Heat the inner ring for the cylindrical-roller bearing -1- to max. 100 °C and press onto the output shaft.

A - Pipe section - MP3-409 (VW 418A)-

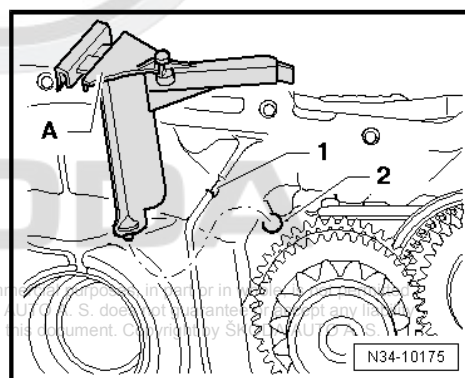
B - Pressure spindle - MP3-408 (VW 412)-

C - Press-in base - T10083-

D - Pressure plate - MP3-407 (VW 402)-

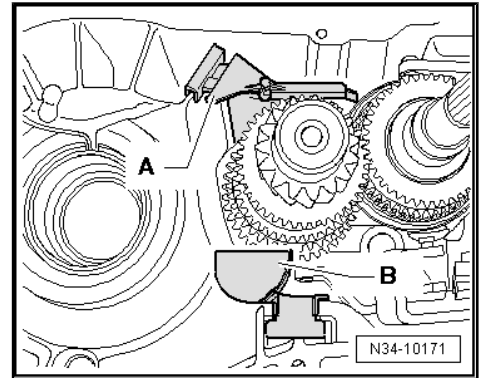


- Insert the oil drip pan -A- into the recess -1- and into the hole -2- of the gearbox housing.

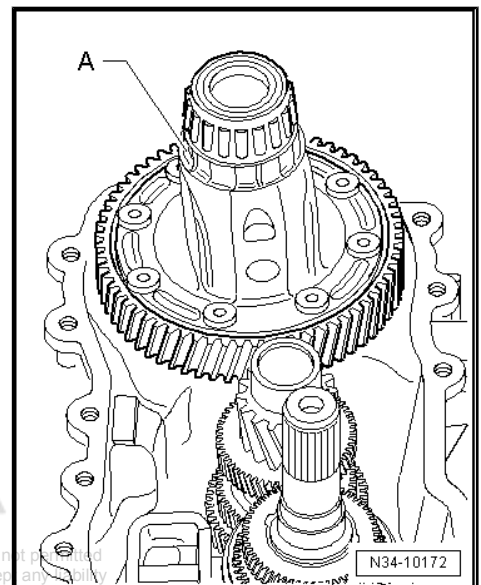


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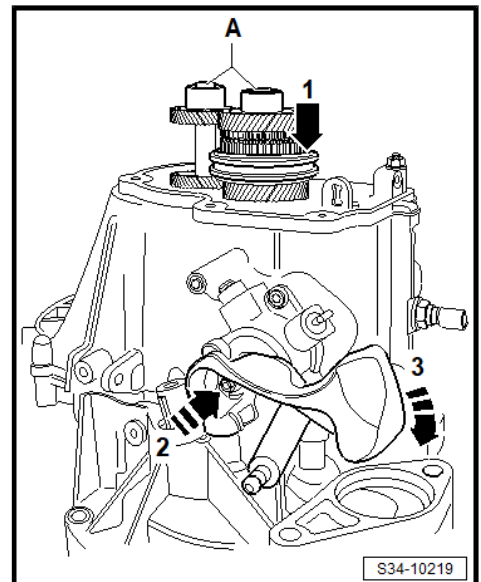
- Locate the oil guide part -B- in the gearbox housing.
- Insert solenoid into the oil guide part -B-.



- Insert differential gear -A-.
- Apply sealant - AMV 188 200 03- uniformly on the sealing surface.
- Screw down the clutch housing onto the gearbox housing.
- Turn the gearbox in the assembly stand with the clutch housing upwards.

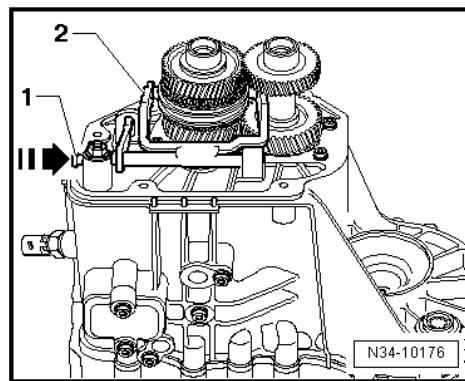


- 2 gears must be engaged before tightening the fixing screws -A-.
- First, insert the 5th gear -Arrow 1-, then the 1st gear -Arrow 2- and -Arrow 3- Insert.
- Tighten mounting screws -A-.

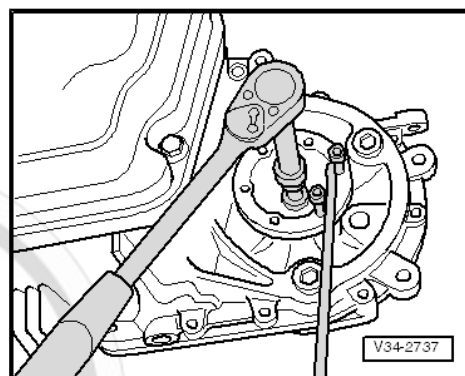




- Insert 5th/6th gear shift fork -2- and push in the bearing bolts -1- up to the stop in the -direction of arrow-.
- Apply sealant - AMV 188 200 03- uniformly on the sealing surface.
- Tighten cover for gearbox housing.



- Install both flange shafts with pressure springs, stop discs and conical rings.
- Install the clutch release lever together with the release bearing and guide bushing
⇒ [“1.13 Repairing the clutch release mechanism”, page 46](#) .
- Pour in gear oil ⇒ [“5 Gear oil”, page 125](#) .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ ⇒ [“6.4 Summary of components - Shafts, differential gear and gearshift forks”, page 130](#)
- ◆ ⇒ [“7.2 Summary of components - Gearbox housing, clutch housing”, page 152](#)
- ◆ ⇒ [“6.3 Assembly overview - gearbox housing cover and 5th/6th gear”, page 128](#)
- ◆ Flange shaft to gearbox
⇒ [“2.1 Summary of components - Differential”, page 174](#)

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7 Gearbox housing, clutch housing

⇒ [“7.1 Summary of components - Clutch housing”, page 151](#)

⇒ [“7.2 Summary of components - Gearbox housing, clutch housing”, page 152](#)

⇒ [“7.3 Repairing gearbox housing cover”, page 153](#)

7.1 Summary of components - Clutch housing

1 - Conical screw

- ☐ 25 Nm

2 - Flange shaft with pressure spring

- ☐ Removing and installing
⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)
- ☐ complete
⇒ [“2 Differential”, page 174](#)

3 - Screw

- ☐ Replace after disassembly
- ☐ 5 Nm + 90°

4 - Clutch housing

- ☐ repairing
⇒ [“7 Gearbox housing, clutch housing”, page 151](#)

5 - Gearbox housing

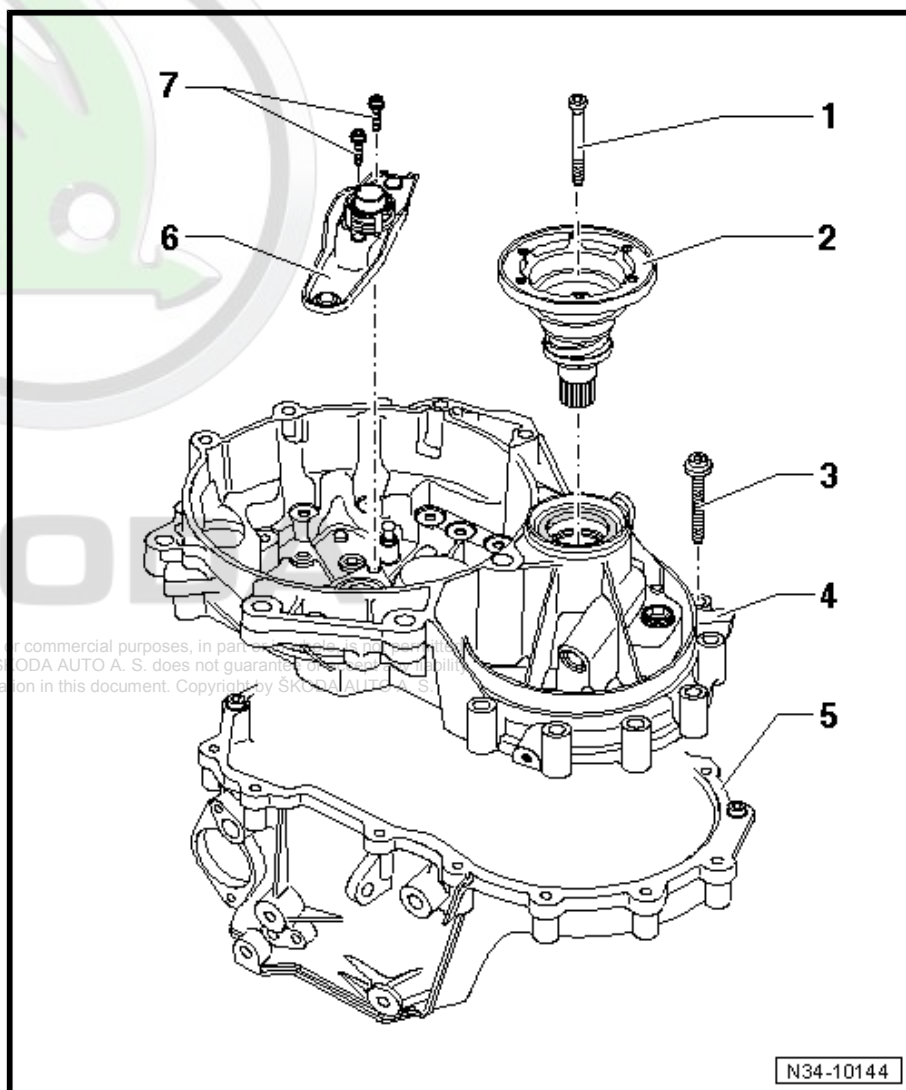
- ☐ repairing
⇒ [“7 Gearbox housing, clutch housing”, page 151](#)

6 - Clutch release lever

- ☐ with guide bushing and clutch release bearing
- ☐ Removing and installing
⇒ [“1.13 Repairing the clutch release mechanism”, page 46](#)

7 - Screw

- ☐ Replace after disassembly
- ☐ 5 Nm + 90°





7.2 Summary of components - Gearbox housing, clutch housing

1 - Clutch housing

- ☐ when replacing, adjust the differential gear
⇒ ["2.3 Adjusting the differential", page 180](#)

2 - Input shaft seal

- ☐ Removing and installing
⇒ ["1.3 Replacing input shaft sealing ring", page 162](#)

3 - Ball stud

- ☐ Remove old grease
- ☐ Grease with grease for splines - G 000 100-
- ☐ 20 Nm

4 - Sealing ring

- ☐ for right flange shaft
- ☐ replace with installed gearbox
⇒ ["1.2 Replacing the right flange shaft seal ring", page 172](#)

5 - Oil filler plug

- ☐ different versions, tightening torque
⇒ [page 125](#)

6 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness
⇒ ["2.3 Adjusting the differential", page 180](#)

7 - Outer ring/tapered-roller bearing

- ☐ for differential
- ☐ Removing and installing ⇒ ["2.2 Disassembling and assembling differential gear", page 177](#)
- ☐ when replacing, adjust the differential gear ⇒ ["2.3 Adjusting the differential", page 180](#)

8 - Screw

- ☐ Replace after disassembly
- ☐ 5 Nm + 90°

9 - Outer ring/tapered-roller bearing

- ☐ for differential
- ☐ Removing and installing ⇒ ["2.2 Disassembling and assembling differential gear", page 177](#)
- ☐ when replacing, adjust the differential gear ⇒ ["2.3 Adjusting the differential", page 180](#)

10 - Fitting sleeve

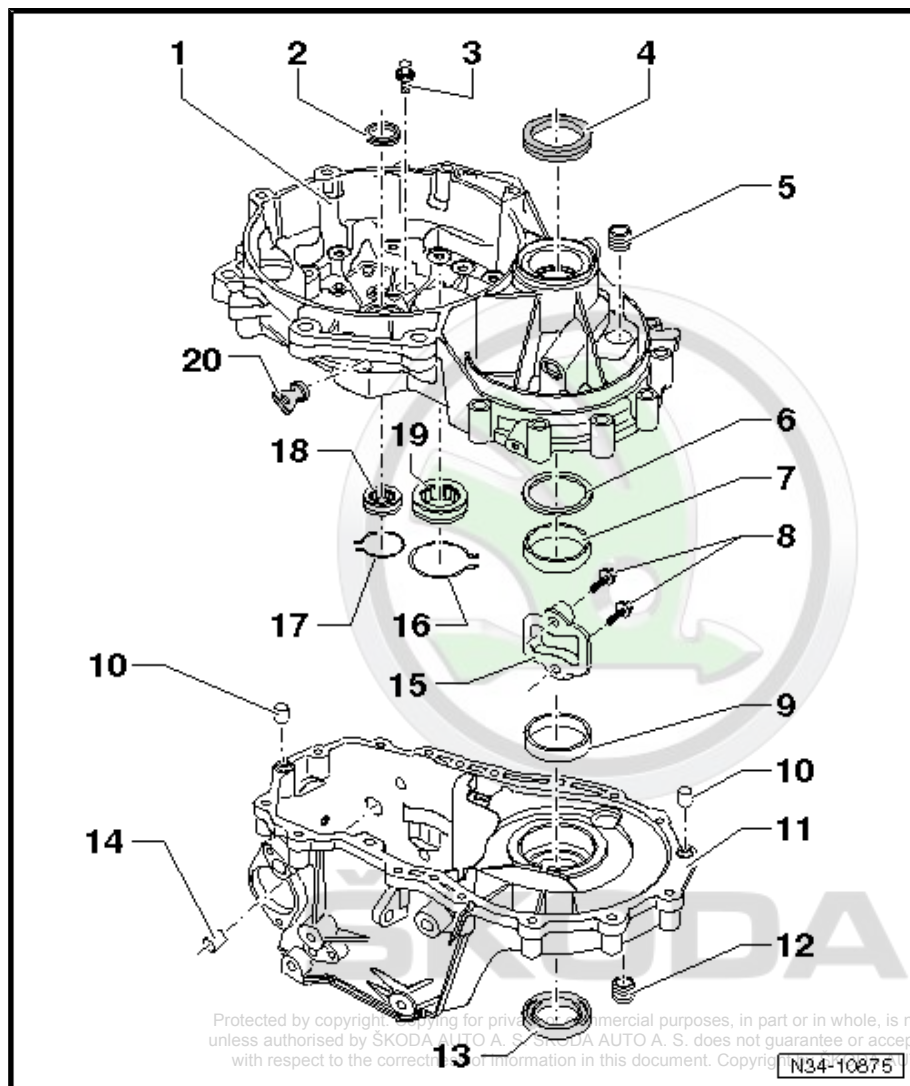
- ☐ 2 pieces

11 - Gearbox housing

- ☐ when replacing, adjust the differential gear ⇒ ["2.3 Adjusting the differential", page 180](#)

12 - Oil drain plug

- ☐ Tightening torque ⇒ ["5 Gear oil", page 125](#)



- ☐ different versions ⇒ [page 125](#)

13 - Sealing ring

- ☐ for left flange shaft
- ☐ replace with installed gearbox ⇒ [“1.1 Replacing the left flange shaft sealing ring”, page 171](#)

14 - Bushing

- ☐ for the gearshift shaft
- ☐ extracting ⇒ [page 136](#)
- ☐ drive in ⇒ [page 136](#)

15 - Cover

- ☐ Before screwing down apply -AMV 188 200 03- to the sealing surface

16 - Circlip

- ☐ insert in the nut of the cylinder roller bearing groove (Pos. 19)

17 - Circlip

- ☐ insert in the nut of the cylinder roller bearing groove (Pos. 18)

18 - Roller bearing

- ☐ for drive shaft
- ☐ Removing and installing ⇒ [“1.2 Disassembling and assembling the drive shaft”, page 156](#)

19 - Roller bearing

- ☐ for output shaft
- ☐ Removing and installing ⇒ [“2.2 Disassembling and assembling the output shaft”, page 166](#)

20 - Plug

- ☐ present on certain gearboxes
- ☐ insert in the holes of the clutch housing

7.3 Repairing gearbox housing cover

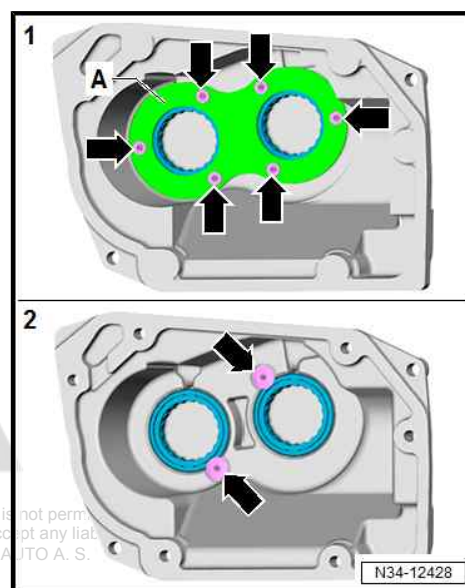
The cover for the gearbox housing has been adapted.

When the gearbox is repaired, both versions of the cover can be used for gearboxes (it is possible to use the version-2- in the gearbox , where originally the version -1- was present).

Versions of cover for gearbox housing

1 - Original version with bearing support using a carrier plate -A- and six countersunk head screws M 4 x 14 -arrows-.

2 - New version of the cover for gearbox housing with bearing protection using 2 countersunk head screws M 4 x 12 -arrows-.



35 – Gears, shafts

1 Drive shaft

⇒ [“1.1 Summary of components - Drive shaft”, page 154](#)

⇒ [“1.2 Disassembling and assembling the drive shaft”, page 156](#)

⇒ [“1.3 Replacing input shaft sealing ring”, page 162](#)

1.1 Summary of components - Drive shaft

1 - Screw

- ☐ Removing and installing
⇒ [“6.3 Assembly over-view - gearbox housing cover and 5th/6th gear”, page 128](#)

2 - Inner ring for cylindrical-roller bearing

- ☐ combined with thrust washer (Pos. 3) on some gearboxes
⇒ [“6.3 Assembly over-view - gearbox housing cover and 5th/6th gear”, page 128](#)
- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of output shaft
- ☐ can be replaced separately
- ☐ Removing and installing
⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)

3 - Thrust washer

- ☐ combined with inner ring/cylindrical-roller bearing (Pos. 2) on some gearboxes
⇒ [“6.3 Assembly over-view - gearbox housing cover and 5th/6th gear”, page 128](#)

4 - Sliding gear for 6th gear

5 - Synchroniser ring for 6th gear

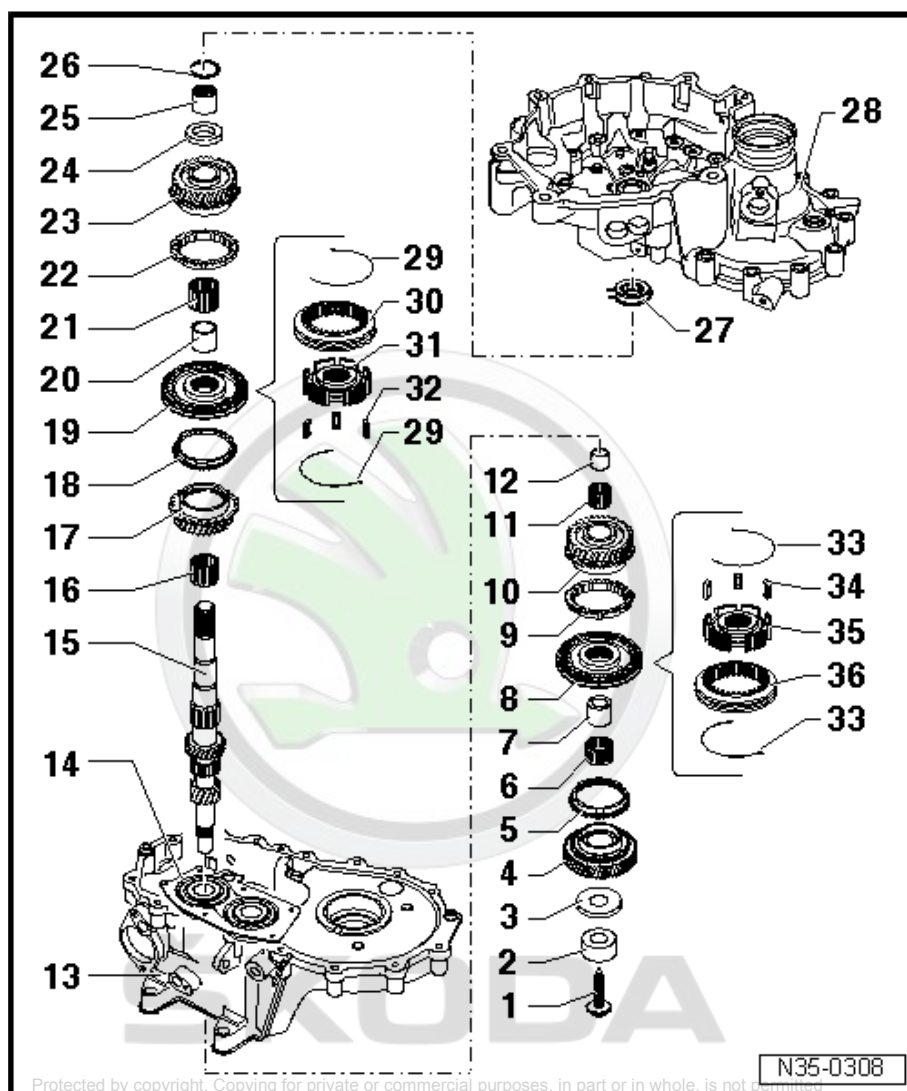
- ☐ check for wear ⇒ [page 159](#)

6 - Needle bearing

- ☐ for 6th gear
- ☐ replace together with Pos. 7
- ☐ on certain gearboxes two-piece, assign via the ⇒ [Electronic Catalogue of Original Parts](#)

7 - Bushing

- ☐ for 6th gear needle bearing



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- ☐ replace together with Pos. 6
- ☐ Removing and installing ⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)

8 - Sliding sleeve with 5th and 6th gear synchronizer body

- ☐ Removing and installing ⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)
- ☐ disassembling ⇒ [page 161](#)
- ☐ Assembly of the sliding sleeve/5th/6th °gear synchronizer body ⇒ [page 161](#) and ⇒ [page 162](#)
- ☐ Fitting position ⇒ [page 161](#)

9 - 5th gear synchronizer ring

- ☐ is damaged by the drive shaft when removing
- ☐ Replace after disassembly
- ☐ check for wear ⇒ [page 159](#)

10 - 5th gear sliding gear

11 - Needle bearing

- ☐ for 5th gear
- ☐ replace together with Pos. 12

12 - Bushing

- ☐ for 5th gear needle bearing
- ☐ replace together with Pos. 11
- ☐ press off with bearing support for grooved ball bearing (Pos. 14)
- ☐ installing ⇒ [page 161](#)

13 - Gearbox housing

- ☐ repairing ⇒ [“7 Gearbox housing, clutch housing”, page 151](#)

14 - Bearing support with grooved ball bearing

- ☐ Always replace grooved ball bearing together with the bearing support
- ☐ if the bearing support is released, it must always be replaced
- ☐ pressing off with 5th°gear pinion ⇒ [page 157](#)
- ☐ installing ⇒ [page 161](#)

15 - Drive shaft

- ☐ Clean the threaded hole in the drive shaft e.g. with a thread tap to remove the locking agent residues

16 - Needle bearing

- ☐ for 3rd gear

17 - Sliding gear for 3rd gear

18 - 3rd gear synchronizer ring

- ☐ check for wear ⇒ [page 159](#)

19 - Sliding sleeve with 3rd and 4th gear synchronizer body

- ☐ press off with 3rd gear sliding gear ⇒ [page 158](#)
- ☐ disassembling ⇒ [page 158](#)
- ☐ Fitting position sliding sleeve with synchronizer body ⇒ [page 158](#)
- ☐ assembling ⇒ [page 158](#)
- ☐ installing ⇒ [page 159](#)

20 - Bushing

- ☐ for 4th gear needle bearing
- ☐ replace together with Pos. 21
- ☐ press off with 3rd gear sliding gear ⇒ [page 158](#)
- ☐ installing ⇒ [page 159](#)

21 - Needle bearing

- ☐ for 4th gear



- ☐ replace together with Pos. 20

22 - 4th gear synchronizer ring

- ☐ check for wear ⇒ [page 159](#)

23 - Sliding gear for 4th gear

24 - Thrust washer

25 - Inner ring for cylindrical-roller bearing

- ☐ remove ⇒ [page 158](#)
- ☐ installing ⇒ [page 159](#)

26 - Circlip

- ☐ Replace after disassembly
- ☐ Determine thickness ⇒ [page 160](#)

27 - Roller bearing

- ☐ with circlip
- ☐ removing ⇒ [page 157](#)
- ☐ installing ⇒ [page 157](#)
- ☐ Fitting position: The circlip in the bearing points towards the drive shaft

28 - Clutch housing

- ☐ repairing ⇒ ["7 Gearbox housing, clutch housing", page 151](#)

29 - Spring

- ☐ Fitting position ⇒ [page 158](#)

30 - Sliding sleeve 3rd and 4th gear

31 - Synchronizer body for 3rd and 4th gear

32 - Insert (3x)

33 - Spring

- ☐ Fitting position ⇒ [page 162](#)

34 - Insert (3x)

35 - Synchronizer body for 5th and 6th gear

36 - Sliding sleeve 5th and 6th gear



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1.2 Disassembling and assembling the drive shaft

Special tools and workshop equipment required

- ◆ Thrust piece - T10080-
- ◆ Base - T10083-
- ◆ Supporting plate - T10083/1-
- ◆ Pipe section - MP3-451 (VW 422)-
- ◆ Distance sleeve - MP3-458/2 (VW 472/2)-
- ◆ Cap - T30066 (30-23)-
- ◆ Drive bushing - MP1-316 (30-100)-
- ◆ Thrust piece - T10081-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure plate - T10084A-
- ◆ Pressure plate - MP3-406 (VW 401)-

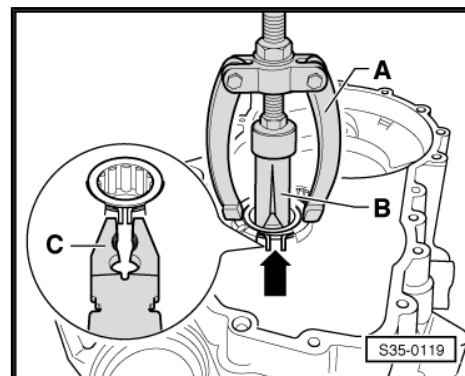
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pipe section - MP3-414 (VW 516)-
- ◆ Interior extractor 28-40 mm , e.g. -VAS 251 611- or -Kukko 21-5-
- ◆ Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-
- When installing new pinions or a new output shaft observe the instructions ⇒ Electronic Catalogue of Original Parts and the technical data ⇒ **"4 Technical data", page 7** .
- Insert all bearings, sliding gears and synchronizer rings onto the drive shaft with gear oil.
- Do not interchange the synchronizer rings, if re-used always assign to the original sliding gear.

Pull out the cylindrical-roller bearing from the clutch housing

A - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

B - Interior extractor 28-40 mm , e.g. -VAS 251 611- or -Kukko 21-5-

- When removing compress circlip -arrow- of the cylindrical-roller bearing with pliers -C-.

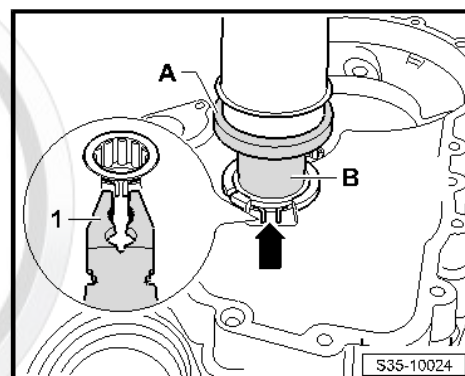


Press the cylindrical-roller bearing into the clutch housing

A - Pressure spindle - MP3-408 (VW 412)-

B - Pipe section - MP3-414 (VW 516)-

- Support the clutch housing by positioning pipe section - MP3-450 (VW 415A)- (not visible in figure) directly under the bearing support.
- When inserting compress circlip -arrow- of the cylindrical-roller bearing with pliers -1-.
- Remove pliers before the cylindrical-roller bearing is in fitting position. The circlip must lock into the clutch housing slot.



Press off the bearing support with the grooved ball bearing and the 5th gear pinion -1-

A - Pressure plate - MP3-407 (VW 402)-

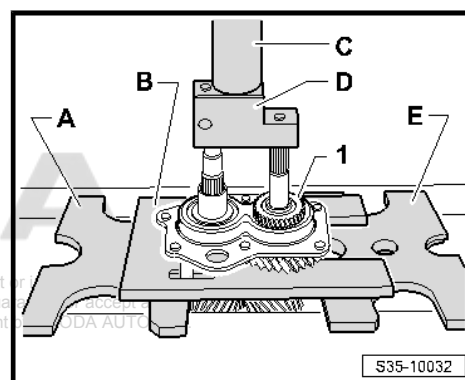
B - Pressure plate - T10084A-

C - Pressure spindle - MP3-423 (VW 407)-

D - Thrust piece - T10081-

E - Pressure plate - MP3-406 (VW 401)-

- Sliding sleeve for 1st and 2nd gear to 2nd gear.
- Slide the pressure plate - T10084A- sideways up to stop onto the drive shaft.
- Always replace bearing support with grooved ball bearing ⇒ Electronic Catalogue of Original Parts .



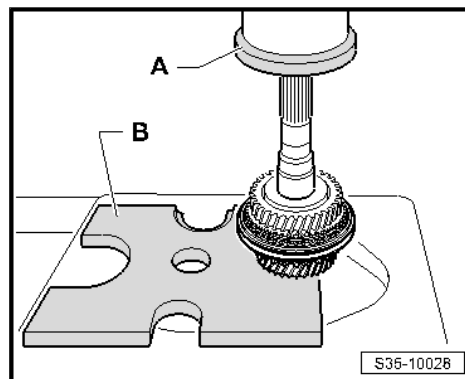


Press off inner ring/cylindrical-roller bearing

A - Pressure spindle - MP3-408 (VW 412)-

B - Pressure plate - MP3-406 (VW 401)-

- Removing the circlip.
- Inner ring for cylindrical-roller bearing together with:
 - ◆ Thrust washer,
 - ◆ 4th gear sliding gear with needle bearing,
 - ◆ sliding sleeve/synchronizer body for 3rd/4th gear and
 - ◆ 3rd gear sliding gear must be pressed off.



Disassembling and assembling the sliding sleeve/3rd and 4th gear synchronizer body

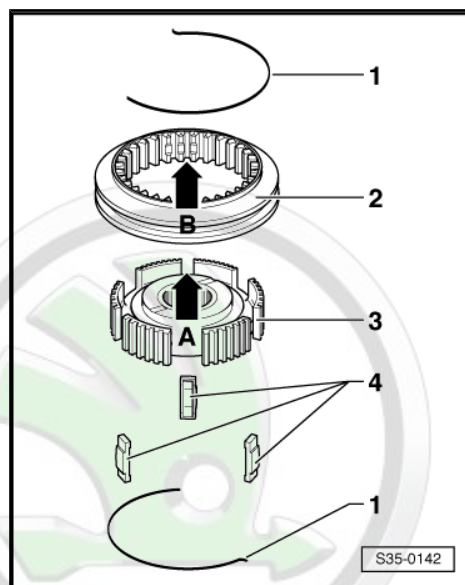
1 - Spring

2 - Sliding sleeve

3 - Synchronizer body

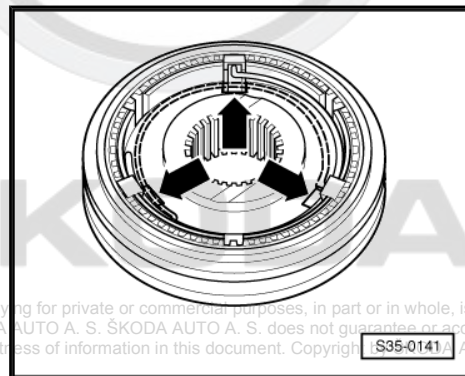
4 - Arresters for synchronizer body

- Slide the sliding sleeve over the synchronizer body.
- The deeper recesses -arrow A- of the arresters in the synchronizer body and the recesses -arrow B- in the sliding sleeve must be positioned above one another.



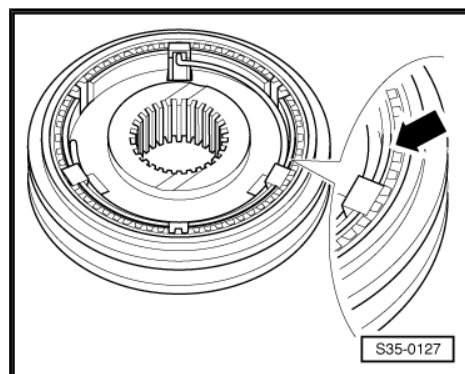
Assembly of the sliding sleeve/3rd and 4th gear synchronizer body

- The sliding sleeve is drawn over the synchronizer body.
- Insert the arresters in the deeper recesses -arrows- and install the springs with 120° offset.
- The angled end of the springs must grip into the hollow arrester of the synchronizer body.



Fitting position of the sliding sleeve/3rd and 4th gear synchronizer body

The groove on the front side -arrow- points towards the 4th gear.

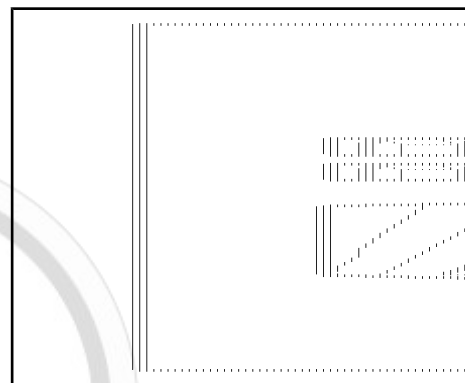


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Check synchronizer ring for wear

- Press the synchronizer ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

Dimension -a-	Installation dimension	Wear limit
3., 4, 5 and 6th gear	1.1...1.7 mm	0.5 mm

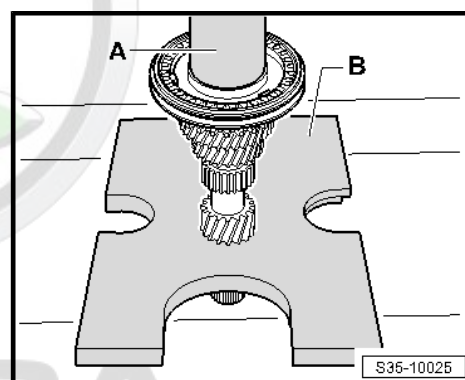


Press on the synchronizer body with the 3rd and 4th gear sliding sleeve

A - Drive bushing - MP1-316 (30-100)-

B - Pressure plate - MP3-406 (VW 401)-

- Fitting position: The high shoulder points to the 3rd gear



Press on the bushing -1- for the 4th gear needle bearing

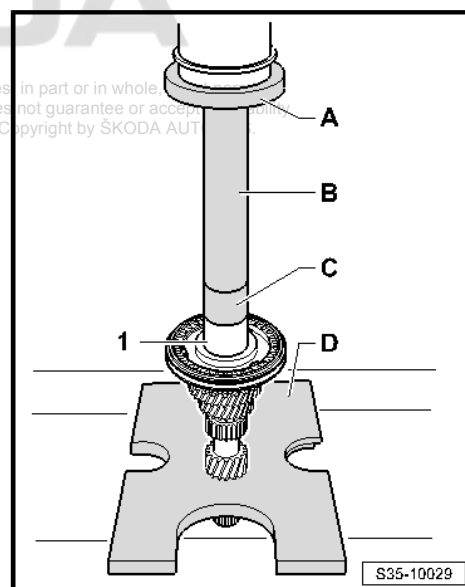
A - Pressure spindle - MP3-408 (VW 412)-

B - Cap - T30066 (30-23)-

C - Distance sleeve - MP3-458/2 (VW 472/2)-

D - Pressure plate - MP3-406 (VW 401)-

- Subsequently place 4th gear needle bearing with 4th gear sliding gear and thrust washer.



Press on the inner ring -1- for the cylindrical-roller bearing

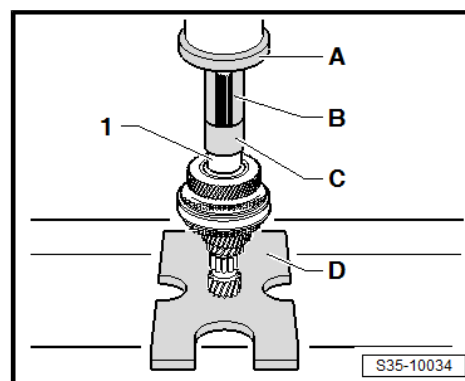
A - Pressure spindle - MP3-408 (VW 412)-

B - Pipe section - MP3-451 (VW 422)-

C - Distance sleeve - MP3-458/2 (VW 472/2)-

D - Pressure plate - MP3-406 (VW 401)-

- Insert determined circlip ➔ [page 160](#) .



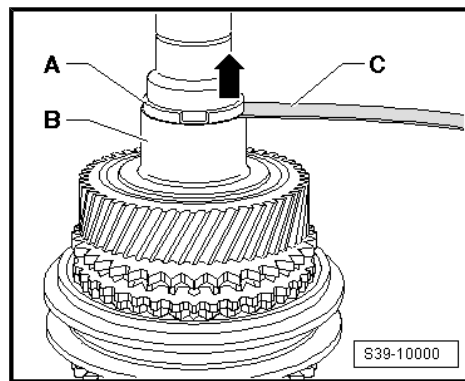
**Determining the circlip**

- Insert circlip -A- with a thickness of 2.0 mm in the slot of the drive shaft and push upwards -arrow-.
- Measure dimension between inner ring -B- and positioned circlip -A- using a feeler gauge -C-.
- Remove the circlip used to take the measurement.
- Determine the first circlip required according to the table.

Assign circlips via ➔ Electronic Catalogue of Original Parts .

Circlips available

Measured value (mm)	Circlip thickness (mm)	Axial play (mm)
0.05 - 0.14	2.0	0.05 - 0.15
0.15 - 0.24	2.1	0.05 - 0.15
0.25 - 0.34	2.2	0.05 - 0.15
0.35 - 0.44	2.3	0.05 - 0.15
0.45 - 0.51	2.4	0.05 - 0.10

**Press the bearing support for grooved ball bearings onto the input and output shafts**

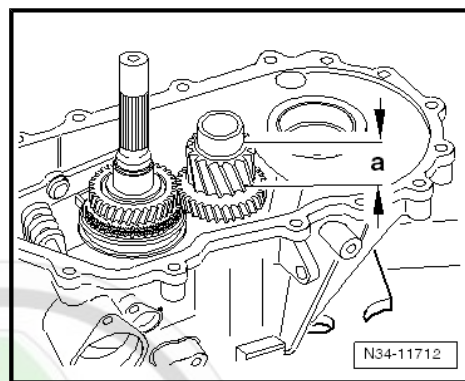
The drive shafts of the individual gearboxes have different lengths due to the different heights of the serration, dimension -a-.

In order to press in the bearing support evenly onto the shafts, it is necessary that the shafts are also positioned evenly on the insert base - T10083- .

A 3 mm thick washer - T10083/1- must be inserted in the fastening opening of the drive shaft, if necessary ➔ [page 160](#) .

Therefore, the dimension -a- of the output shaft serration must be measured.

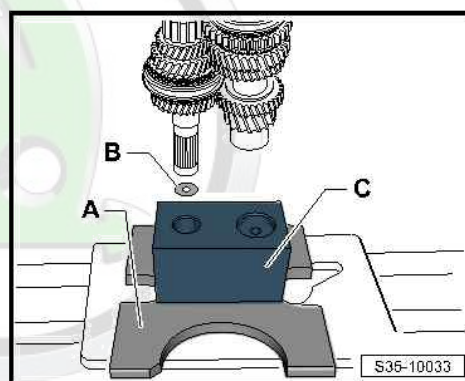
- Dimension -a- = 30.6 mm

**Insert washer - T10083/1-**

A - Pressure plate - MP3-407 (VW 402)-

B - Thrust plate - T10083/1-

C - Press-in base - T10083-



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Press on bearing support with grooved ball bearing

A - Pressure spindle - MP3-423 (VW 407)-

B - Thrust piece - T10080-

C - Press-in base - T10083-

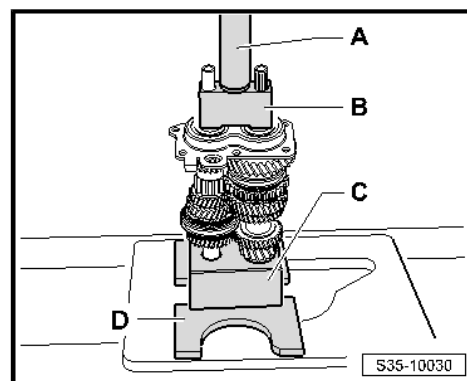
D - Pressure plate - MP3-407 (VW 402)-

- Before pressing on the bearing support heat it to max. 100 ° C.



WARNING

Wear protective gloves!



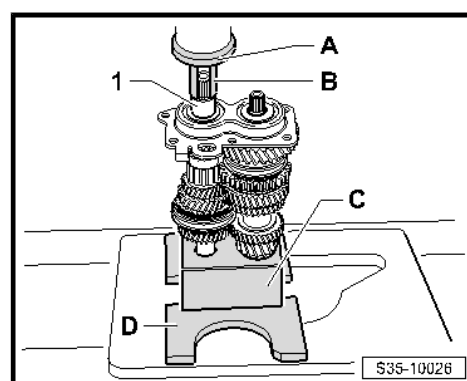
Press on the bushing -1- for the 5th gear needle bearing

A - Pressure spindle - MP3-408 (VW 412)-

B - Pipe section - MP3-451 (VW 422)-

C - Press-in base - T10083-

D - Pressure plate - MP3-407 (VW 402)-



Disassembling and assembling the sliding sleeve and 5th/6th gear synchronizer body

1 - Spring

2 - Sliding sleeve

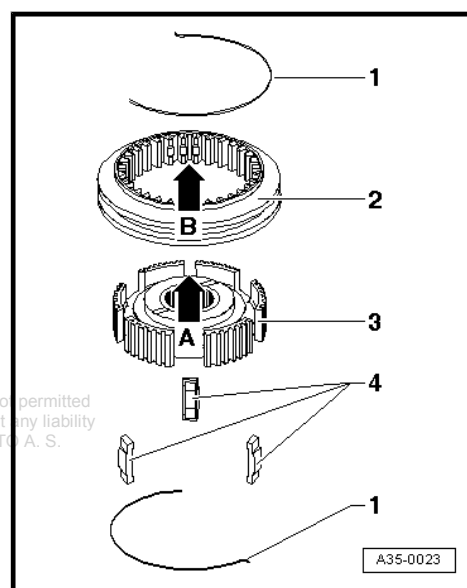
3 - Synchronizer body

4 - Arrestor

- Slide the sliding sleeve over the synchronizer body.

- The deeper recesses -arrow A- of the arresters in the synchronizer body and the recesses -arrow B- in the sliding sleeve must be positioned above one another.

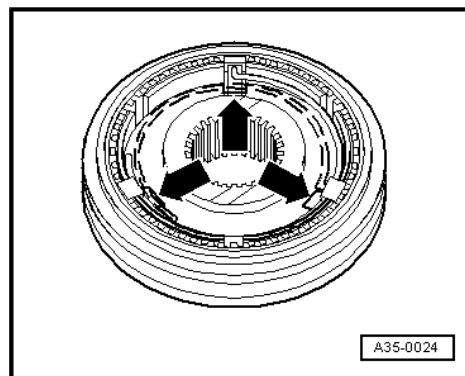
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Assembly of the sliding sleeve/5th/6th^ogear synchronizer body

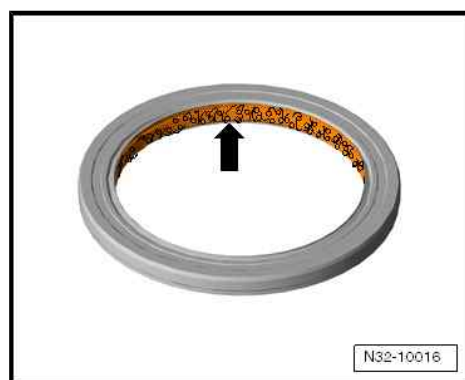
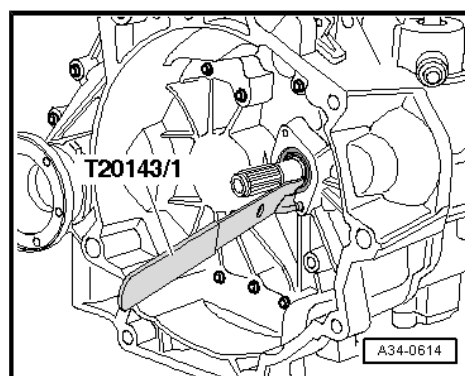
- The sliding sleeve is drawn over the synchronizer body.
- Insert the arresters in the deeper recesses -arrows- and install the springs with 120° offset.
- The angled end of the spring must grip into the hollow arrester.



1.3 Replacing input shaft sealing ring

Special tools and workshop equipment required

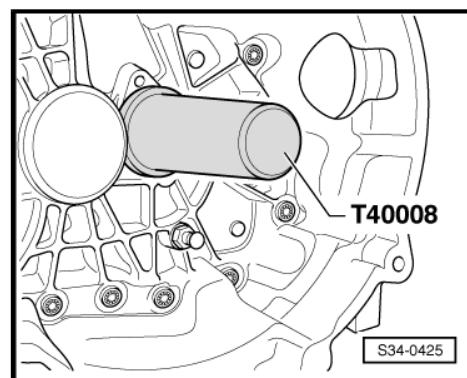
- ◆ Pressure spindle - T40008-
 - ◆ Ejection lever - T20143-
 - ◆ Sealing grease - G 052 128 A1-
 - Removing the gearbox
⇒ [“2 Removing and installing the gearbox”, page 94](#) .
 - Remove clutch release lever with release bearing
⇒ [“1.13 Repairing the clutch release mechanism”, page 46](#) .
 - Remove gasket ring on the drive shaft with input shaft - T20143- .
 - Do not damage the running surface of the gasket ring on drive shaft.
-
- Fill space between sealing lip and dust lip -arrow- with sealing grease - G 052 128 A1- .
 - Slightly moisten the outer circumference of the gasket ring with gearbox oil.



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Insert the gasket ring for the drive shaft until flush

- Mount clutch release lever with release bearing
⇒ ["1.13 Repairing the clutch release mechanism", page 46](#) .
- Installing the gearbox
⇒ ["2 Removing and installing the gearbox", page 94](#) .



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2 Output shaft

⇒ "2.1 Summary of components - Output shaft", page 164

⇒ "2.2 Disassembling and assembling the output shaft", page 166

2.1 Summary of components - Output shaft

1 - Clutch housing

- ❑ repairing
⇒ "7 Gearbox housing, clutch housing", page 151

2 - Roller bearing

- ❑ with circlip
- ❑ removing ⇒ page 166
- ❑ installing ⇒ page 167
- ❑ Fitting position: The circlip in the bearing points towards the output shaft

3 - Output shaft

- ❑ if an inner ring is fitted as a bearing seat for the cylindrical-roller bearing (Pos. 2), it cannot be removed from the output shaft
- ❑ Inspect bearing assembly or inner ring for cylindrical-roller bearing for scoring and damage
- ❑ Replace output shaft and cylindrical-roller bearing together if there is scoring and damage on the bearing assembly or inner ring

4 - 4th gear pinion

- ❑ Fitting position: Shoulder points to the 3rd gear ⇒ page 167

5 - Circlip

6 - Circlip

7 - 3rd gear pinion

- ❑ Fitting position: Shoulder points to the 4th gear ⇒ page 167

8 - Circlip

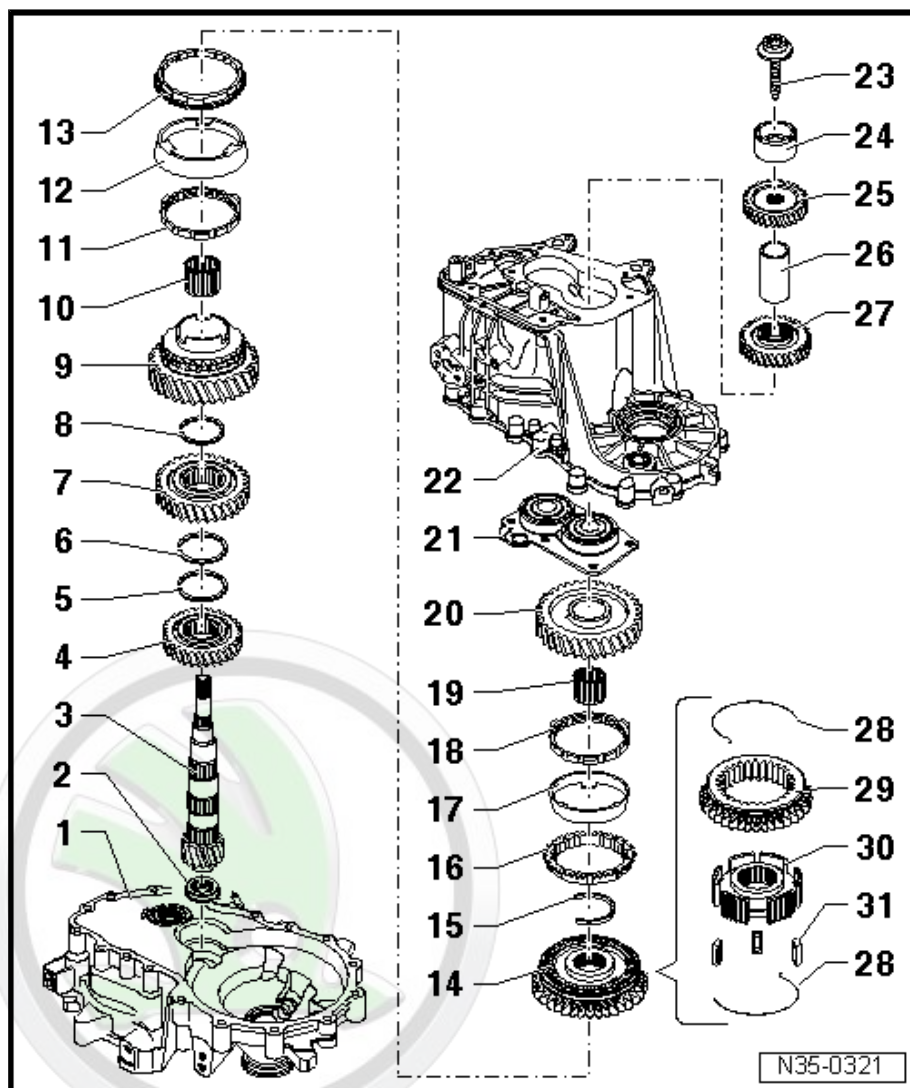
9 - Sliding gear for 2nd gear

10 - Needle bearing

- ❑ for 2nd gear
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11 - Inner ring for 2nd gear

- ❑ check for wear ⇒ page 168
- ❑ Fitting position ⇒ page 168



12 - Outer ring for 2nd gear

- ☐ place onto the inner ring (Pos. 11)
- ☐ replace if there are any traces of scoring or friction
- ☐ Fitting position ⇒ [page 168](#)

13 - 2nd gear synchronizer ring

- ☐ check for wear ⇒ [page 168](#)
- ☐ Fitting position ⇒ [page 168](#)

14 - Sliding sleeve with 1st and 2nd gear synchronizer body

- ☐ After removing the circlip (Pos. 15), press off with 2nd gear sliding gear ⇒ [page 167](#)
- ☐ Disassembling and assembling ⇒ [page 169](#)
- ☐ Assembling sliding sleeve/synchronizer body ⇒ [page 169](#)
- ☐ Fitting position ⇒ [page 169](#)
- ☐ installing ⇒ [page 169](#)

15 - Circlip

- ☐ pushing out ⇒ [page 167](#)
- ☐ inserting ⇒ [page 170](#)

16 - 1st gear synchronizer ring

- ☐ check for wear ⇒ [page 168](#)
- ☐ insert in such a way that the recesses lock into the arresters of the sliding sleeve (Pos. 14)

17 - Outer ring for 1st gear

- ☐ insert into synchronizer ring (Pos. 16)
- ☐ Fitting position ⇒ [page 170](#)
- ☐ replace if there are any traces of scoring or friction

18 - Inner ring for 1st gear

- ☐ check for wear ⇒ [page 168](#)
- ☐ Check pegs for traces of wear
- ☐ Fitting position ⇒ [page 170](#)

19 - Needle bearing

- ☐ for 1st gear

20 - Sliding gear for 1st gear

- ☐ Fitting position ⇒ [page 170](#)

21 - Bearing support with grooved ball bearing

- ☐ Always replace grooved ball bearing together with the bearing support
- ☐ If the bearing support is released, it must always be replaced ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["1.2 Disassembling and assembling the drive shaft", page 156](#)

22 - Gearbox housing

- ☐ repairing ⇒ ["7 Gearbox housing, clutch housing", page 151](#)

23 - Screw

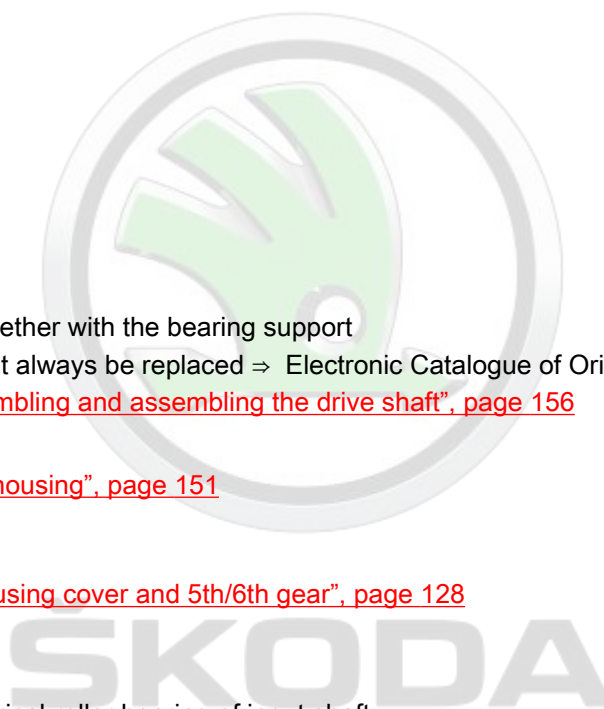
- ☐ Removing and installing
⇒ ["6.3 Assembly overview - gearbox housing cover and 5th/6th gear", page 128](#)

24 - Inner ring for cylindrical-roller bearing

- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of input shaft
- ☐ can be replaced separately
- ☐ Removing and installing ⇒ ["6.9 Disassembling and assembling the gearbox", page 136](#)

25 - 6th gear pinion

- ☐ Fitting position: Shoulder points to the bushing (Pos. 26)





- ❑ Removing and installing ⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)

26 - Bushing

- ❑ Removing and installing ⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)

27 - 5th gear pinion

- ❑ Fitting position ⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)
- ❑ press off together with bearing support (Pos. 21)
⇒ [“1.2 Disassembling and assembling the drive shaft”, page 156](#)
- ❑ installing ⇒ [“6.9 Disassembling and assembling the gearbox”, page 136](#)

28 - Spring

- ❑ Fitting position ⇒ [page 169](#)

29 - Sliding sleeve

30 - Synchronizer body

31 - Insert (3x)

2.2 Disassembling and assembling the output shaft

Special tools and workshop equipment required

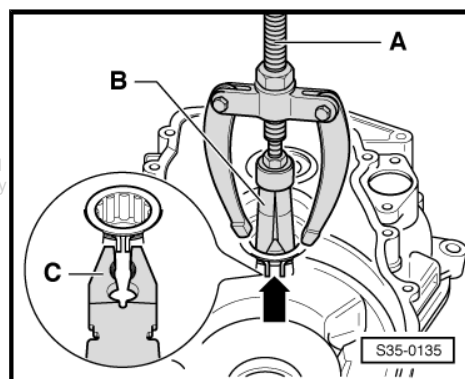
- ◆ Pressure spindle - MP3-427 (40-21)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Thrust piece - MP3-4014 (VW 432)-
- ◆ Interior extractor 28-40 mm , e.g. -VAS 251 611- or -Kukko 21-5-
- ◆ Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-
- When installing new pinions or a new shaft, observe the instructions ⇒ [Electronic Catalogue of Original Parts and the technical data](#) ⇒ [“4 Technical data”, page 7](#) .
- Insert all bearings, sliding gears and synchronizer rings onto the output shaft with gear oil.
- Do not interchange the synchronizer rings, if re-used always assign to the original sliding gear.

Pull out the cylindrical-roller bearing from the clutch housing

A - Countersupport , e.g. -VAS 251 621- or -Kukko 22-1-

B - Interior extractor 28-40 mm , e.g. -VAS 251 611- or -Kukko 21-5-

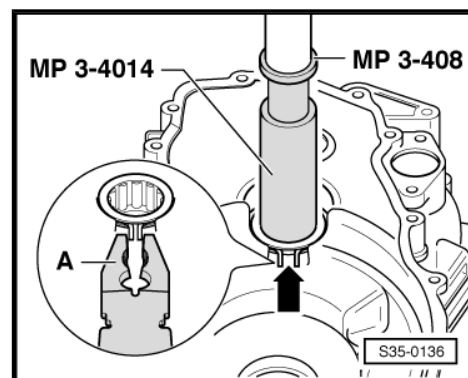
- When removing compress circlip of the cylindrical-roller bearing -arrow- with pliers -C-.



Press the cylindrical-roller bearing into the clutch housing

- Support the clutch housing by positioning pipe section - MP3-450 (VW 415A)- (not visible in figure) directly under the bearing support.
- When pressing in, the cylindrical-roller bearing compress the circlip -arrow- with pliers -A-.
- Remove pliers before the cylindrical-roller bearing is in fitting position. The circlip must lock into the clutch housing slot.

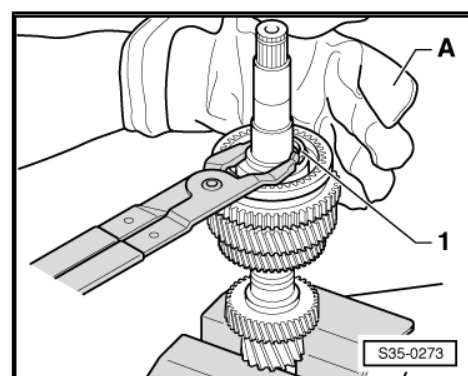
Tools: Pressure spindle - MP3-408 (VW 412)- . Pressure piece - MP3-4014 (VW 432)-



Press the circlip -1- out of the slot

A - Protective glove

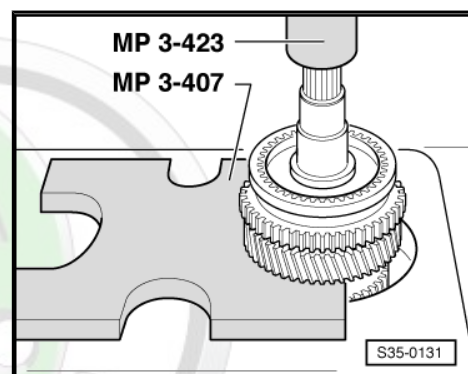
- Prevent uncontrolled ejection of the circlip.



Press off sliding sleeve with 1st and 2nd gear synchronizer body

Tools: Pressure spindle - MP3-423 (VW 407)- . Pressure plate - MP3-407 (VW 402)-

- After removing the circlip jointly press off the 2nd gear sliding gear and the sliding sleeve/synchronizer body.



Fitting position of gear pinion of 3rd and gear pinion of 4th

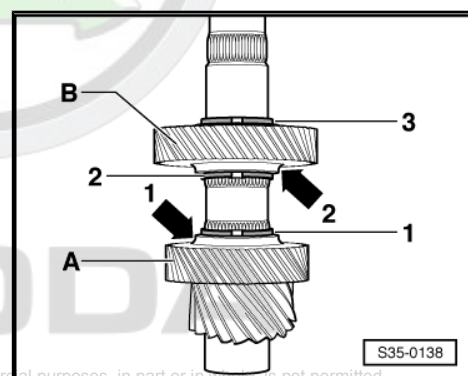
- Place the 4th gear pinion -A- on the output shaft.

Fitting position:

- The collar -arrow 1- points towards the 3rd gear pinion -B-.
- Insert circlips -1- and -2-.
- Place the 3rd gear pinion -B- on the output shaft.

Fitting position:

- The collar -arrow 2- points towards the 4th gear pinion -A-.
- Insert circlip -3-.

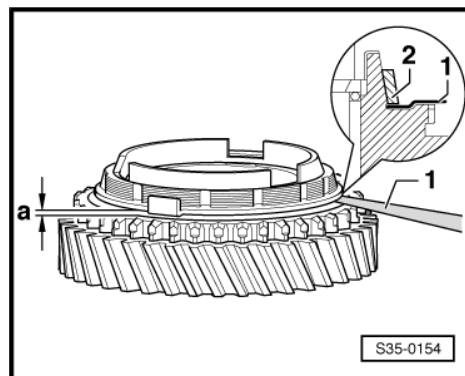


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**Check 1st and 2nd gear inner ring for wear**

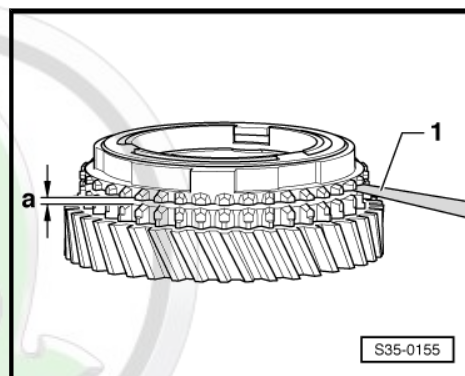
- Press the inner ring -2- on the cone of the sliding gear and measure clearance -a- with a feeler gauge -1-.

	Installation dimension	Wear limit
Dimension -a-	0.75...1.25 mm	0.3 mm

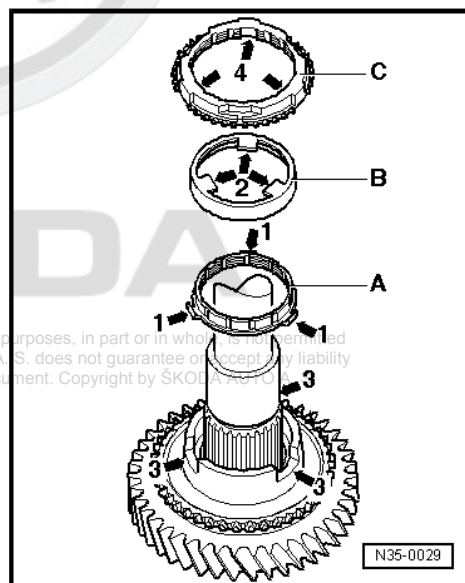
**Check 1st and 2nd gear synchronizer ring for wear**

- Press the synchronizer ring, outer ring and inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge -1-.

	Installation dimension	Wear limit
Dimension -a-	1.2...1.8 mm	0.5 mm

**Fitting position of the outer ring, inner ring and 2nd gear synchronizer ring**

- Position the inner ring -A- on the 2nd gear sliding gear.
- The angled lands -arrow 1- point towards the outer ring -B-.
- Position the outer ring -B-.
- Lock the lands -arrows 2- in the recesses -arrows 3- of the sliding gear.
- Position the synchronizer ring -C-.
- Lock the recesses -arrows 4- in the lands -arrows 1- of the inner ring -A-.



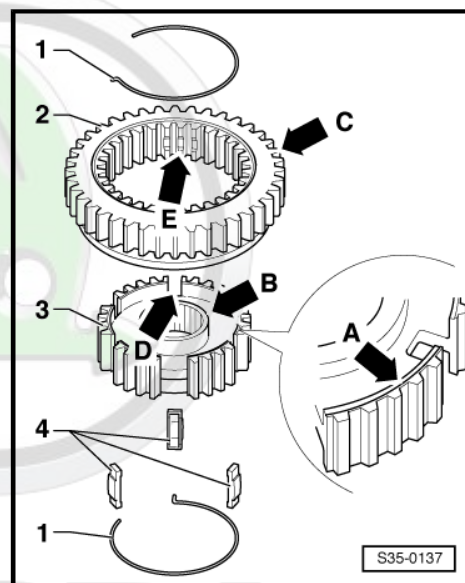
Disassembling and assembling the sliding sleeve/1st and 2nd gear synchronizer body

- 1 - Spring
- 2 - Sliding sleeve
- 3 - Synchronizer body
- 4 - Arresters for synchronizer body

– Slide the sliding sleeve over the synchronizer body.

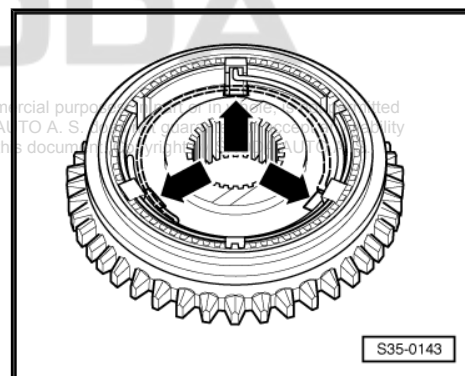
Fitting position:

- After assembly the groove on the front side -arrow A- and the higher collar -arrow B- of the synchronizer body point towards the outer serration of the sliding sleeve -arrow C-.
- The deeper recesses -arrow D- of the arresters in the synchronizer body and the recesses -arrow E- in the sliding sleeve must be positioned above one another.



Assembly of the sliding sleeve/1st and 2nd gear synchronizer body

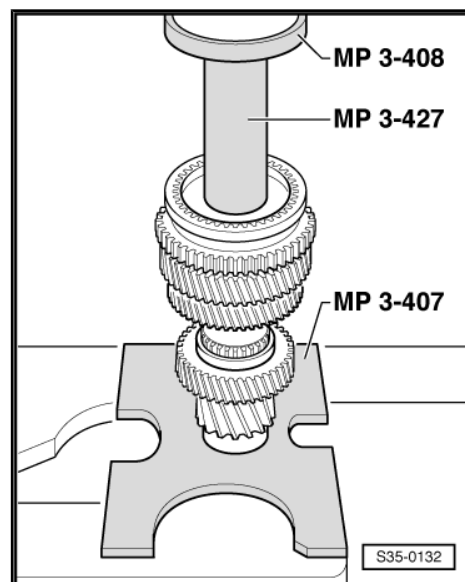
- The sliding sleeve is drawn over the synchronizer body.
- Insert the arresters in the deeper recesses -arrows- and install the springs with 120° offset. The angled end of the spring must grip into the hollow arrester.



Press on the sliding sleeve/1st and 2nd gear synchronizer body

Tools: Pressure spindle - MP3-408 (VW 412)- ; Driver sleeve - MP3-427 (40-21)- ; Pressure plate - MP3-407 (VW 402)-

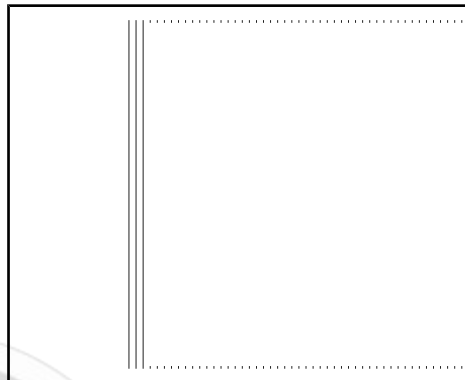
- Fitting position: the slot for the shift fork in the sliding sleeve points towards the 1st gear, the serration of the reversing gear points towards the 2nd gear.
- Rotate the synchronizer ring in such a way that the slots are flush with the arresters.





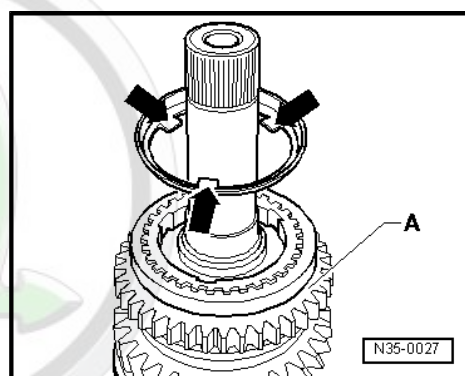
Insert the circlip

- Insert the 1st gear synchronizer ring in the sliding sleeve/synchronizer body.



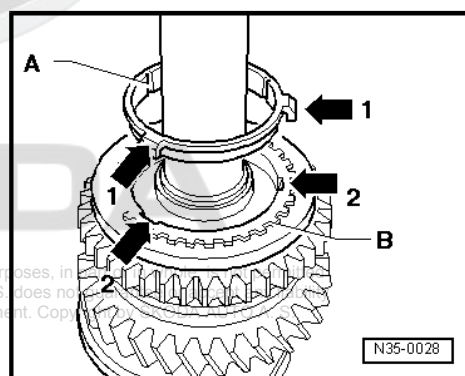
Fitting position of the 1st gear outer ring

- The pegs -arrows- point towards the reversing gear serration.



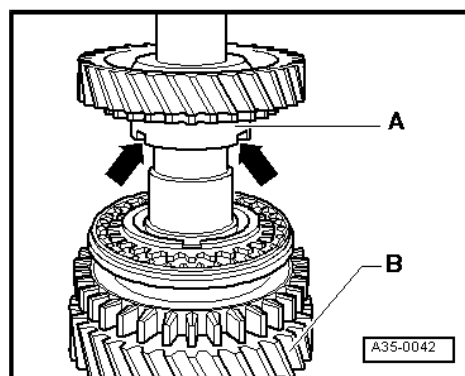
Fitting position for 1st gear inner ring -A-

- The pegs -arrow 1- lock into the recesses -arrow 2- of the synchronizer ring -B-.



Fitting position 1st gear sliding gear

- The higher collar -A- points towards the 2nd gear -B-. The recesses in the collar -arrows- lock into the pegs of the outer ring ⇒ [page 170](#) .



39 – Final drive - differential

1 Replacing the flange shaft gasket rings (gearbox assembled)

⇒ [“1.1 Replacing the left flange shaft sealing ring”, page 171](#)

⇒ [“1.2 Replacing the right flange shaft seal ring”, page 172](#)

1.1 Replacing the left flange shaft sealing ring

Special tools and workshop equipment required

◆ Extractor tool - MP3-419/37 (VW 771/37)-

◆ Inertia extractor - MP9-501 (VW 771)-

◆ Pressure spindle - T10160-

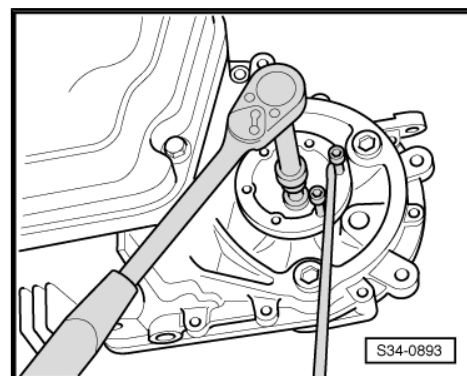
◆ Catch pan

◆ Sealing grease - G 052 128 A1-

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Removing

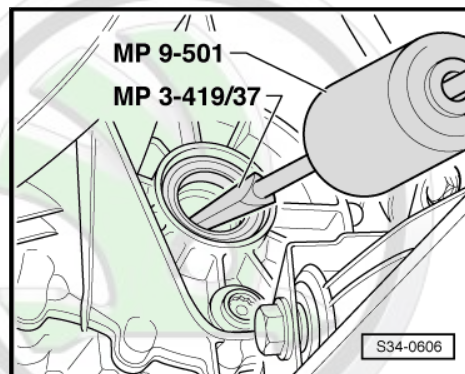
- Remove front left wheel and raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Turn the steering to full left lock.
- Unscrew the drive shaft from the flange shaft.
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox.
- Unscrew the fixing screw for the flange shaft, to this end insert two screws in the flange and using a tyre iron hold the shaft.
- Remove flange shaft together with pressure spring.



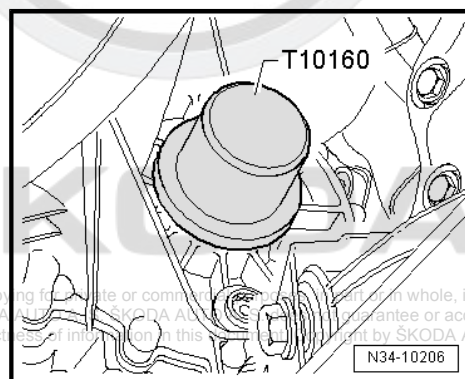


- Remove gasket ring for flange shaft with non-return valve - MP9-501 (VW 771)- and extractor tool - MP3-419/37 (VW 771/37)- .

Installing



- Drive in new seal to stop, being careful not to cant seal.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw.
- Bolt drive shaft to flange shaft ⇒ Chassis; Rep. gr. 40 .
- Install the wheelhouse liner into the left wheelhouse ⇒ Body Work; Rep. gr. 66 .
- Install wheel ⇒ Chassis; Rep. gr. 44 .
- Check gear oil level, if necessary fill up to lower edge of filler hole ⇒ ["5 Gear oil", page 125](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ♦ Flange shaft on gearbox (conical screw)
⇒ ["2 Differential", page 174](#)

1.2 Replacing the right flange shaft seal ring

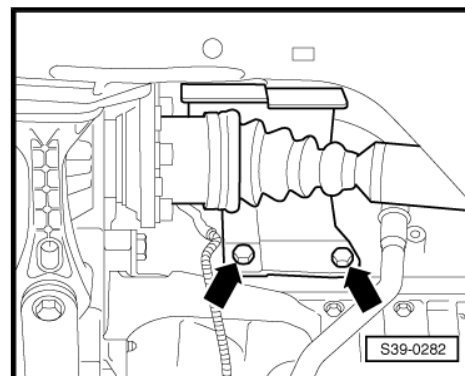
Special tools and workshop equipment required

- ♦ Extractor tool - MP3-419/37 (VW 771/37)-
- ♦ Inertia extractor - MP9-501 (VW 771)-
- ♦ Pressure spindle - T10160-
- ♦ Catch pan
- ♦ Sealing grease - G 052 128 A1-

Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Turn steering to full right lock.

- Remove protection plate for drive shaft from the engine (if present) -arrows-.
- Unscrew the drive shaft from the flange shaft.
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox.
- Unscrew the fixing screw for the flange shaft, to this end insert two screws in the flange and using a tyre iron hold the shaft.
- Remove flange shaft together with pressure spring.

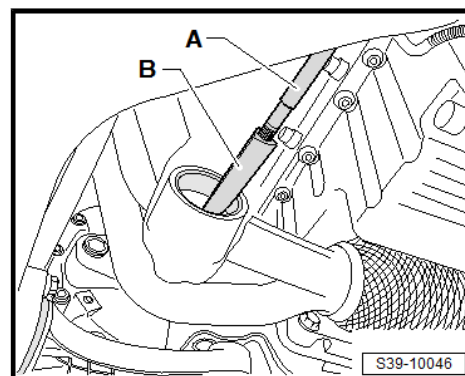


- Remove the oil seal for the stub shaft with a recoil.

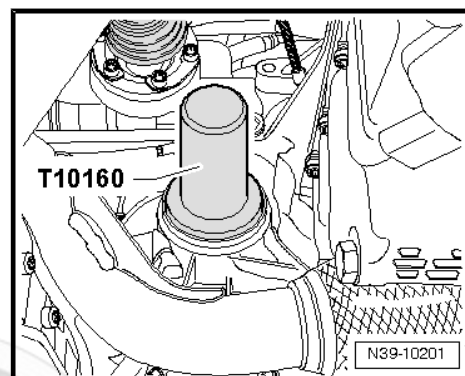
A - Inertia extractor - MP9-501 (VW 771)-

B - Extractor tool - MP3-419/37 (VW 771/37)-

Installing



- Drive in new seal to stop, being careful not to cant seal.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw.
- Screw the right drive shaft onto the flange shaft ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level, if necessary fill up to lower edge of filler hole ⇒ ["5 Gear oil", page 125](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Flange shaft on gearbox (conical screw)
⇒ ["2 Differential", page 174](#)
- ◆ Protective cap for drive shaft to engine⇒ Chassis; Rep. gr. 40

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2 Differential

⇒ ["2.1 Summary of components - Differential", page 174](#)

⇒ ["2.2 Disassembling and assembling differential gear", page 177](#)

⇒ ["2.3 Adjusting the differential", page 180](#)

2.1 Summary of components - Differential

⇒ ["2.1.1 Summary of components - Differential, Octavia II, Superb II, Yeti, vehicles until 2014", page 174](#)

⇒ ["2.1.2 Summary of components - Differential, Yeti, vehicles since 2014", page 176](#)

2.1.1 Summary of components - Differential, Octavia II, Superb II, Yeti, vehicles until 2014

1 - Conical screw

- ☐ screw in with threaded piece (Pos. 8)
- ☐ 25 Nm

2 - Right flange shaft

3 - Pressure spring for flange shaft

- ☐ fitted behind flange shaft

4 - Thrust washer

- ☐ Fitting position: Shoulder for compression spring

5 - Conical ring

- ☐ Fitting position: Cone for differential gear housing

6 - Circlip

- ☐ holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed

7 - Differential bevel gear, large

- ☐ installing ⇒ [page 180](#)

8 - Threaded part

- ☐ installing ⇒ [page 180](#)

9 - Differential bevel gear shaft

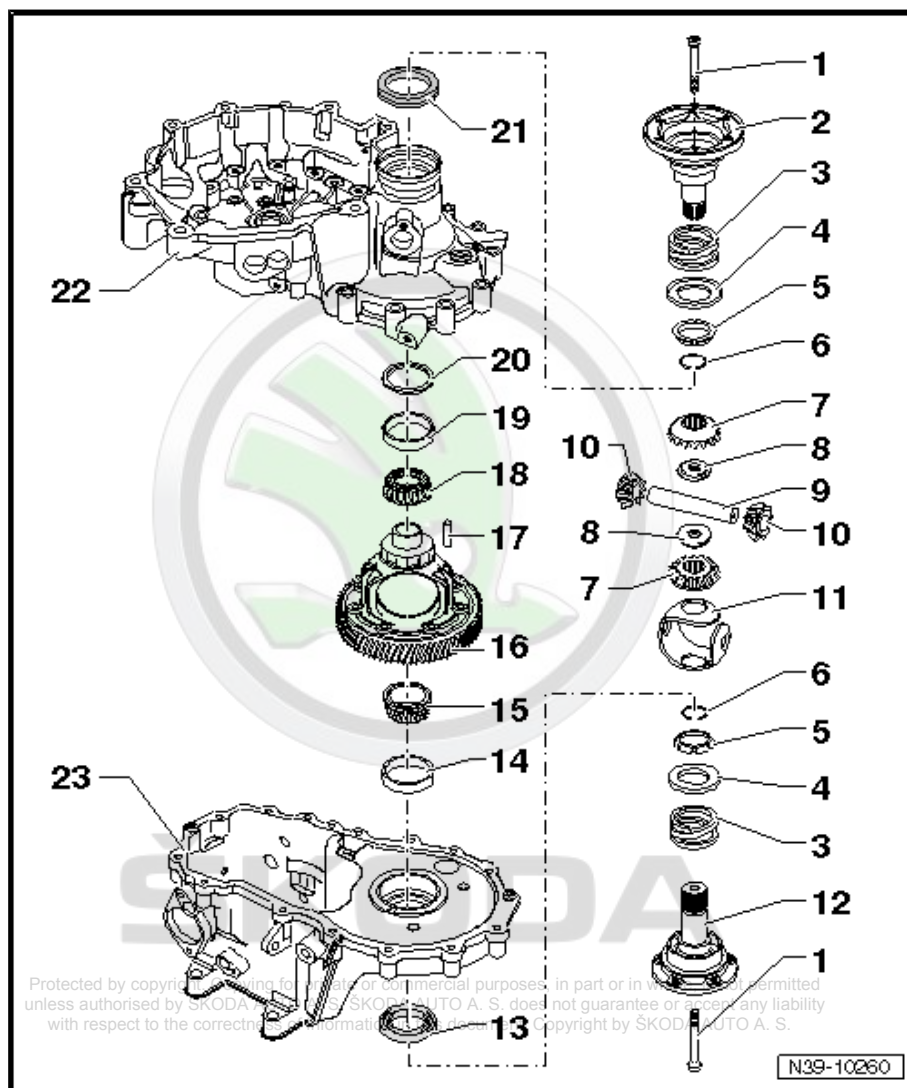
- ☐ to remove cut tensioning sleeve (Pos. 17) ⇒ [page 180](#)
- ☐ installing ⇒ [page 180](#)

10 - Differential bevel gear, small

- ☐ installing ⇒ [page 180](#)

11 - Stop disc compound

- ☐ insert with gear oil



12 - Flange shaft left

13 - Sealing ring

- ☐ for left flange shaft
- ☐ replace with installed gearbox ⇒ [“1.1 Replacing the left flange shaft sealing ring”, page 171](#)

14 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 177](#)
- ☐ installing ⇒ [page 178](#)

15 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 178](#)
- ☐ installing ⇒ [page 178](#)

16 - Differential housing

- ☐ with gear pinion for final drive
- ☐ Assign clamping sleeve (position 17) ⇒ [page 179](#)

17 - Tensioning sleeve

- ☐ to secure the differential bevel gear shaft
- ☐ Assign to the differential housing (position 16) ⇒ [page 179](#)
- ☐ is cut when removing ⇒ [page 180](#)
- ☐ installing ⇒ [page 180](#)

18 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 178](#)
- ☐ installing ⇒ [page 178](#)

19 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 179](#)
- ☐ installing ⇒ [page 179](#)

20 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness ⇒ [“2.3 Adjusting the differential”, page 180](#)

21 - Sealing ring

- ☐ for right flange shaft
- ☐ replace with installed gearbox ⇒ [“1.2 Replacing the right flange shaft seal ring”, page 172](#)

22 - Clutch housing

- ☐ Overview ⇒ [“7 Gearbox housing, clutch housing”, page 151](#)

23 - Gearbox housing

- ☐ Overview ⇒ [“7.1 Summary of components - Clutch housing”, page 151](#)



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2.1.2 Summary of components - Differential, Yeti, vehicles since 2014

1 - Gearbox housing

- ☐ Overview
⇒ [“7.1 Summary of components - Clutch housing”, page 151](#)

2 - Adjusting washer

- ☐ for differential
- ☐ Determine thickness
⇒ [“2.3 Adjusting the differential”, page 180](#)

3 - Outer ring/tapered-roller bearing

- ☐ removing ⇒ [page 177](#)
- ☐ installing ⇒ [page 178](#)

4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 178](#)
- ☐ installing ⇒ [page 178](#)

5 - Differential housing

- ☐ with gear pinion for final drive

6 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 178](#)
- ☐ installing ⇒ [page 178](#)

7 - Outer ring/tapered-roller bearing

- ☐ pressing off
⇒ [page 179](#)
- ☐ installing ⇒ [page 179](#)

8 - Clutch housing

- ☐ Overview ⇒ [“7 Gearbox housing, clutch housing”, page 151](#)

9 - Sealing ring

- ☐ for right flange shaft
- ☐ Replace ⇒ [“1.2 Replacing the right flange shaft seal ring”, page 172](#)

10 - Screw

- ☐ For fastening the flanged shaft
- ☐ 25 Nm

11 - Flange shaft

12 - Pressure spring for flange shaft

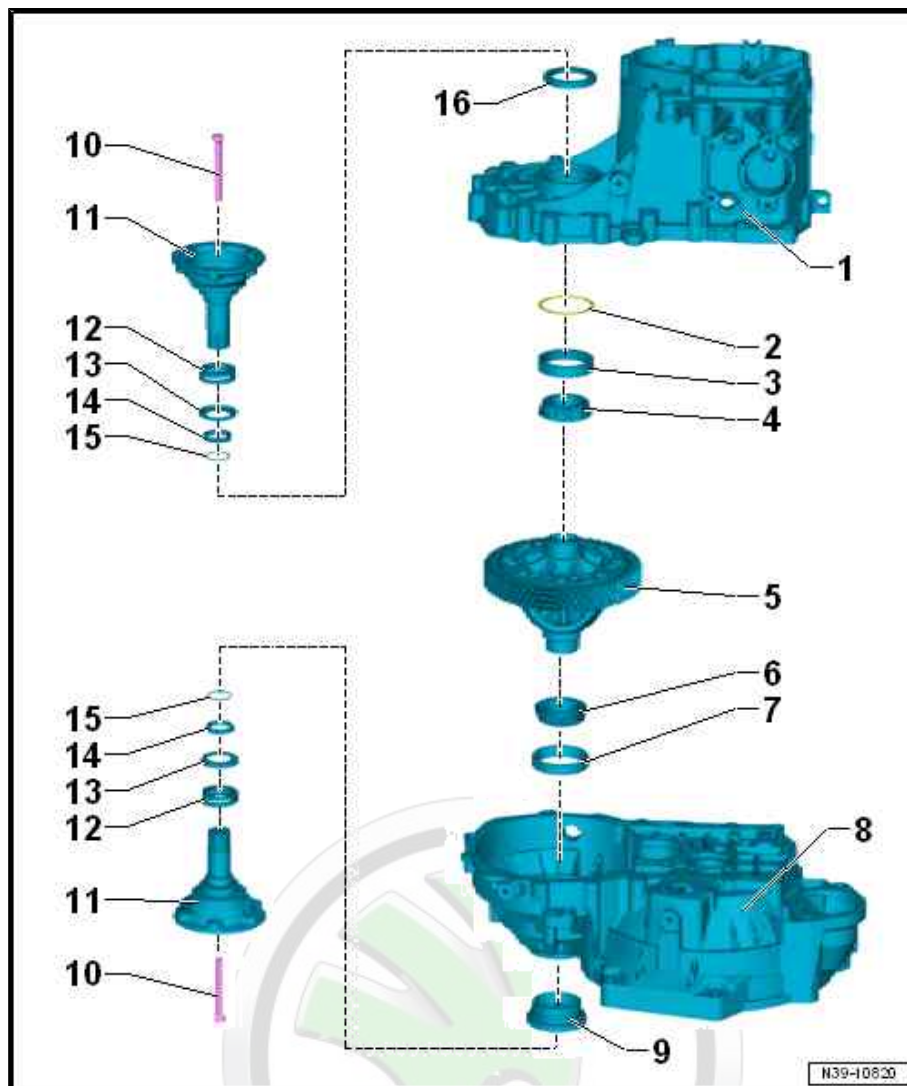
13 - Thrust washer

14 - Conical ring

- ☐ with slots for thrust washer catch
- ☐ Fitting position: Cone for differential gear housing

15 - Circlip

- ☐ holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed



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16 - Sealing ring

- ☐ for left flange shaft
- ☐ Replace ⇒ [“1.1 Replacing the left flange shaft sealing ring”, page 171](#)

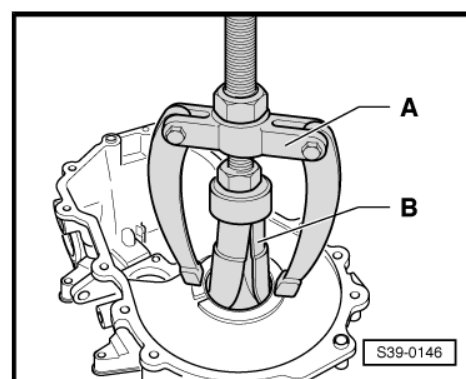
2.2 Disassembling and assembling differential gear

Special tools and workshop equipment required

- ◆ Pipe section - MP3-409 (VW 418A)-
- ◆ Counterholder - MP1-223 (3067)-
- ◆ Tube for wheel bearing - T30019 (3345)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Pipe section - T30041 (2040)-
- ◆ Thrust washer - MP3-412 (VW 455)-
- ◆ Pressure spindle - MP3-427 (40-21)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Support - V.A.G 1582/3-
- ◆ Distance sleeve - MP3-458/2 (VW 472/2)-
- ◆ Thrust piece - MP3-431 (3002)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pipe section - MP6-408 (30-14)-
- ◆ Pressure spindle - MP6-419 (3259)-
- ◆ Thrust plate - MP3-464 (30-205)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Interior extractor 45-58 mm , e.g. -VAS 251 615- or -Kukko 21-7-
- ◆ Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-
- Before installing heat the inner ring of the tapered-roller bearing to 100°C.
- Replace both tapered-roller bearings together.
- When replacing the tapered-roller bearings. the differential housing. the gearbox housing or the clutch housing. set the differential gear ⇒ [“2.3 Adjusting the differential”, page 180](#) .

Remove outer ring/tapered-roller bearing from the gearbox housing

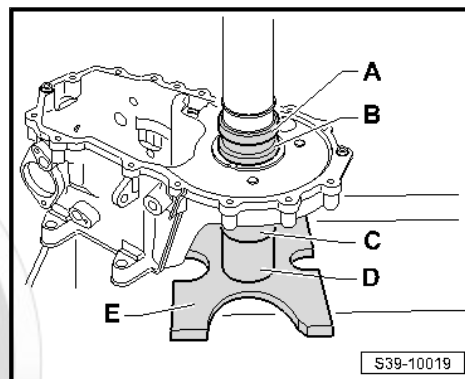
- A - Countersupport , e.g. -VAS 251 623- or -Kukko 22-2-
- B - Interior extractor 45-58 mm , e.g. -VAS 251 615- or -Kukko 21-7-





Press in outer ring/tapered-roller bearing in the gearbox housing

- A - Pressure spindle - MP3-408 (VW 412)-
- B - Thrust plate - MP3-464 (30-205)-
- C - Pipe - MP6-419 (3259)-
- D - Pressure pipe - MP6-408 (30-14)-
- E - Pressure plate - MP3-407 (VW 402)-
- Support the gearbox housing with a pipe - MP6-419 (3259)- directly below the bearing support.

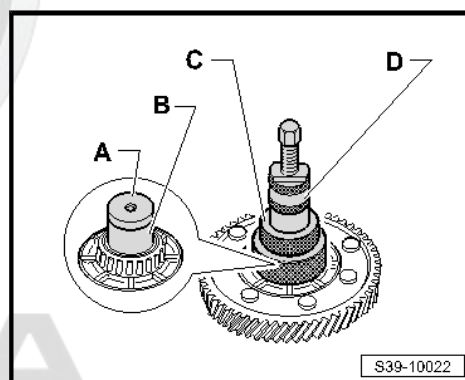


Remove inner rings/tapered-roller bearing

- A - Thrust piece - MP3-431 (3002)-
- B - Distance sleeve - MP3-458/2 (VW 472/2)-
- C - Support - V.A.G 1582/3-
- D - Tapered-roller bearing extractor - V.A.G 1582-
- Before fitting the extractor, position distance sleeve - MP3-458/2 (VW 472/2)- and thrust piece - MP3-431 (3002)- on the differential gear housing.

Both inner rings/tapered-roller bearings of the differential housing are removed in the same way.

- The inner and outer rings of the tapered-roller bearing are paired. Do not interchange!

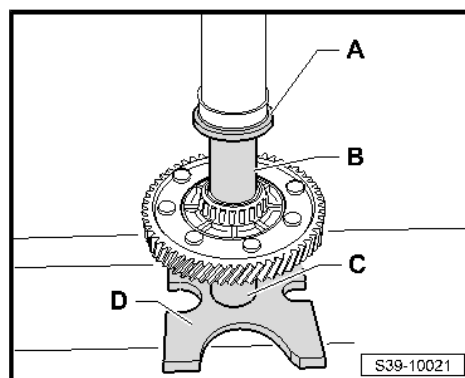


Press on inner rings/tapered-roller bearing

- A - Pressure spindle - MP3-408 (VW 412)-
- B - Drive bushing - MP3-427 (40-21)-
- C - Press-on sleeve - MP3-412 (VW 455)-
- D - Pressure plate - MP3-407 (VW 402)-
- Press on inner ring/tapered-roller bearing with drive bushing - MP3-427 (40-21)- up to the stop.
- Support the opposite side of the inner ring with an insertion bushing - MP3-412 (VW 455)- .
- The shoulder of the insertion bushing - MP3-412 (VW 455)- points to the differential gear housing.

Both inner rings/tapered-roller bearings of the differential housing are pressed on in the same way.

- The inner and outer rings of the tapered-roller bearing are paired. Do not interchange!



Remove outer ring/tapered-roller bearing -1- from the clutch housing

A - Pressure plate - MP3-406 (VW 401)-

B - Pressure spindle - MP3-408 (VW 412)-

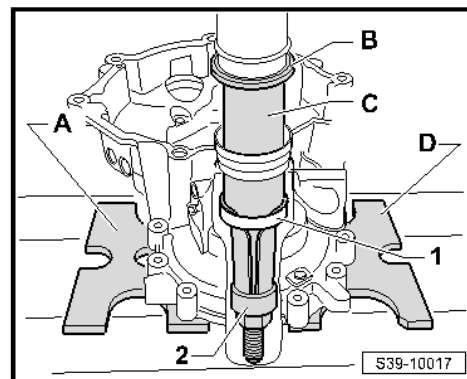
C - Pipe section - T30041 (2040)-

D - Pressure plate - MP3-407 (VW 402)-

1 - Outer ring/tapered-roller bearing

2 - Interior extractor 45-58 mm , e.g. -VAS 251 615- or -Kukko 21-7-

- Position pipe - T30041 (2040)- directly on the feet of the interior extractor -2- and press out the outer ring/tapered-roller bearing -1-.



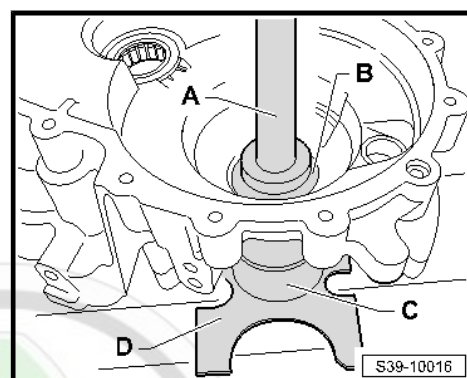
Press outer ring/tapered-roller bearing into the clutch housing

A - Pressure spindle - MP3-448 (VW 408A)-

B - Thrust plate - MP3-464 (30-205)-

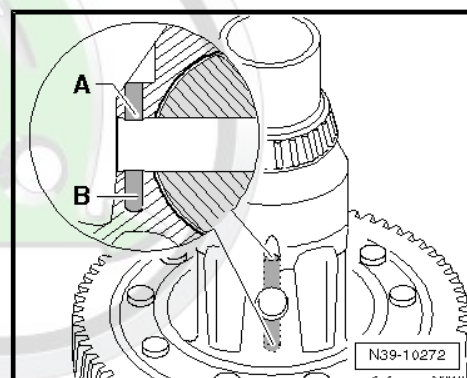
C - Pipe for the wheel bearing - T30019 (3345)-

D - Pressure plate - MP3-407 (VW 402)-



Assign differential gear housing and tensioning sleeve before removal and installation

- Check the hole for the tensioning sleeve in the differential gear housing.



Bore		Tensioning sleeve	
-A-	24 (short)	Removing ⇒ page 180	Installing ⇒ page 180
-B-	36 (long)	Removing ⇒ page 180	Installing ⇒ page 180
continuous	36 (long)	Removing ⇒ page 180	Installing ⇒ page 180



Press out differential bevel gear shaft

A - Pressure spindle - MP3-408 (VW 412)-

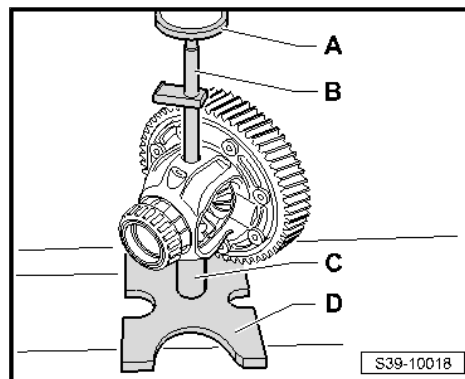
B - Counterholder - MP1-223 (3067)-

C - Insertion tube - MP3-409 (VW 418A)-

D - Pressure plate - MP3-407 (VW 402)-

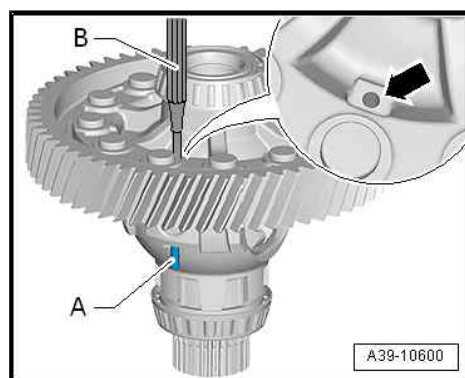
The tensioning sleeve is cut during pressing out.

- Drive the remaining part of the tensioning sleeve out of the differential gear housing.



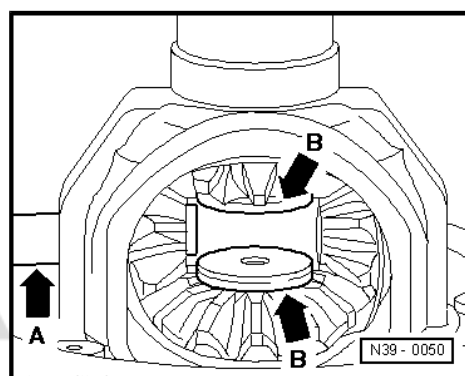
Remove long tensioning sleeve before removing the differential bevel gear axis

- Drive out tensioning sleeve -A- with mandrel -B- \varnothing 5 mm from the bore -arrow- in the differential gear housing.
- If the bore -arrow- is not continuous in the differential gear housing, the tensioning sleeve must be cut through ➔ [page 180](#) .



Install differential bevel gears, large and small

- Install stop disc compound with gearbox oil.
- Insert both large differential bevel gears and secure (e.g. with flange shaft).
- Insert and swivel the small differential bevel gears into position with a 180° offset.
- Push in the differential bevel gear shaft -arrow A- up to the first small differential bevel gear.
- Insert the threaded parts -arrows B- in the large differential bevel gears.

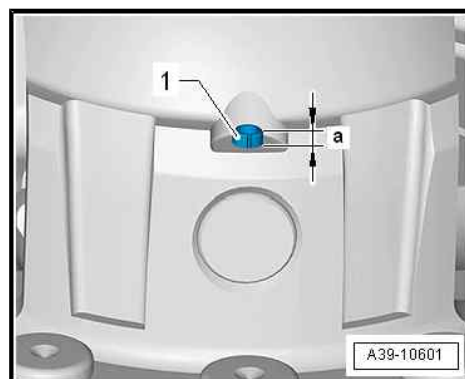


Fitting position: Heel of the differential bevel gear.

- Drive in the axis for the differential bevel gear up to end position and secure with new tensioning sleeve ➔ [page 180](#) .

Remove tensioning sleeve for differential bevel gear axis

- Adjust the hole in the differential bevel gear shaft at the hole in the differential gear housing.
- Drive in tensioning sleeve -1- with mandrel onto dimension -a- = 2.5 mm.
- The tensioning sleeve -1- must not come into contact with the coupling housing.



2.3 Adjusting the differential

Special tools and workshop equipment required

- ♦ Gauge block plate - MP3-405/17 (VW 385/17)-

- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Universal dial gauge bracket - MP3-447 (VW 387)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Thrust plate - MP3-464 (30-205)-
- ◆ Pipe section - MP6-408 (30-14)-
- ◆ Pressure spindle - MP6-419 (3259)-
- ◆ Pipe section - T30041 (2040)-
- ◆ Interior extractor 45-58 mm , e.g. -VAS 251 615- or -Kukko 21-7-

The differential must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Differential housing

or

- ◆ Tapered-roller bearings of the differential gear
- Press in outer ring/tapered-roller bearing (pinion side) in the gearbox housing.

A - Pressure spindle - MP3-408 (VW 412)-

B - Thrust plate - MP3-464 (30-205)-

C - Pipe - MP6-419 (3259)-

D - Pressure pipe - MP6-408 (30-14)-

E - Pressure plate - MP3-407 (VW 402)-

- Support the gearbox housing with a pipe - MP6-419 (3259)- directly below the bearing support.

- The inner and outer rings of the tapered-roller bearing are paired. Do not interchange!

- Press the outer ring/tapered-roller bearing (opposite pinion side) without adjusting washer into the clutch housing.

A - Pressure spindle - MP3-448 (VW 408A)-

B - Thrust plate - MP3-464 (30-205)-

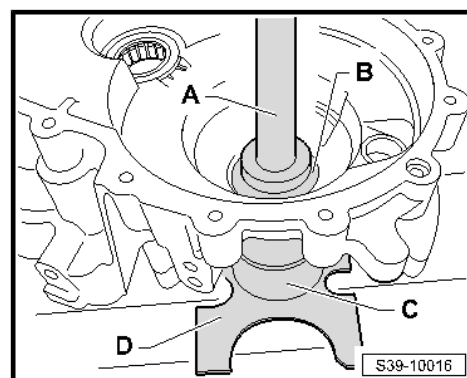
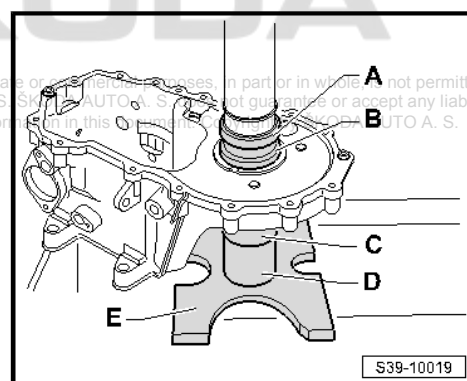
C - Pipe for the wheel bearing - T30019 (3345)-

D - Pressure plate - MP3-407 (VW 402)-

- Insert the differential in the gearbox housing.

- Position the clutch housing and screw in 5 screws and tighten to the given tightening torque

⇒ ["7.1 Summary of components - Clutch housing", page 151](#) .





- Set up the measuring device and dial gauge (3 mm measuring range), dial gauge extension -A- approx. 30 mm).

Tools: Universal dial gauge - MP3-447 (VW 387)- ; Headstock - MP3-405/17 (VW 385/17)-

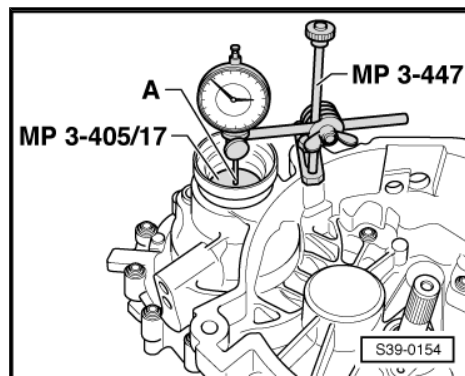
- Set the dial gauge to 0 with 1 mm bias.
- Move the differential gear up and down, read and write down the clearance on the dial gauge (example: 1.50 mm).
- Do not turn the differential while measuring as otherwise the bearings will settle and the measuring result will be inaccurate.

Determine thickness of the adjusting washer

The prescribed bearing preload is reached by adding to the established measured value (e.g. 1.50 mm) a constant compression value (0.25 mm).

Example

measured value	1.50 mm
+ pressure (const. value)	0.25 mm
Thickness of the adjusting washer	= 1.75 mm



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- Remove the clutch housing and press out the outer ring/tapered-roller bearing -1-.

A - Pressure plate - MP3-406 (VW 401)-

B - Pressure spindle - MP3-408 (VW 412)-

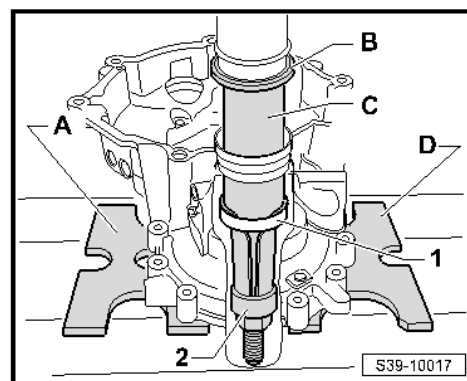
C - Pipe section - T30041 (2040)-

D - Pressure plate - MP3-407 (VW 402)-

1 - Outer ring/tapered-roller bearing

2 - Interior extractor 45-58 mm , e.g. -VAS 251 615- or -Kukko 21-7-

- Position pipe - T30041 (2040)- directly on the feet of the interior extractor -2- and press out the outer ring/tapered-roller bearing -1-.



Assign the adjusting washer (s) via the ⇒ Electronic Catalogue of Original Parts .

Available adjusting washers

Adjusting washer thickness (mm)		
0.65	0.90	1.15
0.70	0.95	1.20
0.75	1.00	1.25
0.80	1.05	
0.85	1.10	

The various thicknesses make it possible to achieve the exact shim thickness required.

If the measured washer thickness is greater than the one listed in the table. 2 washers corresponding to the measured value may be fitted.

- Insert adjusting washer with the required thickness (in this example 1.75 mm) and press the outer ring/tapered-roller bearing back into the clutch housing.
- Position the clutch housing and tighten the screws to the given tightening torque
⇒ ["7.1 Summary of components - Clutch housing", page 151](#) .

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